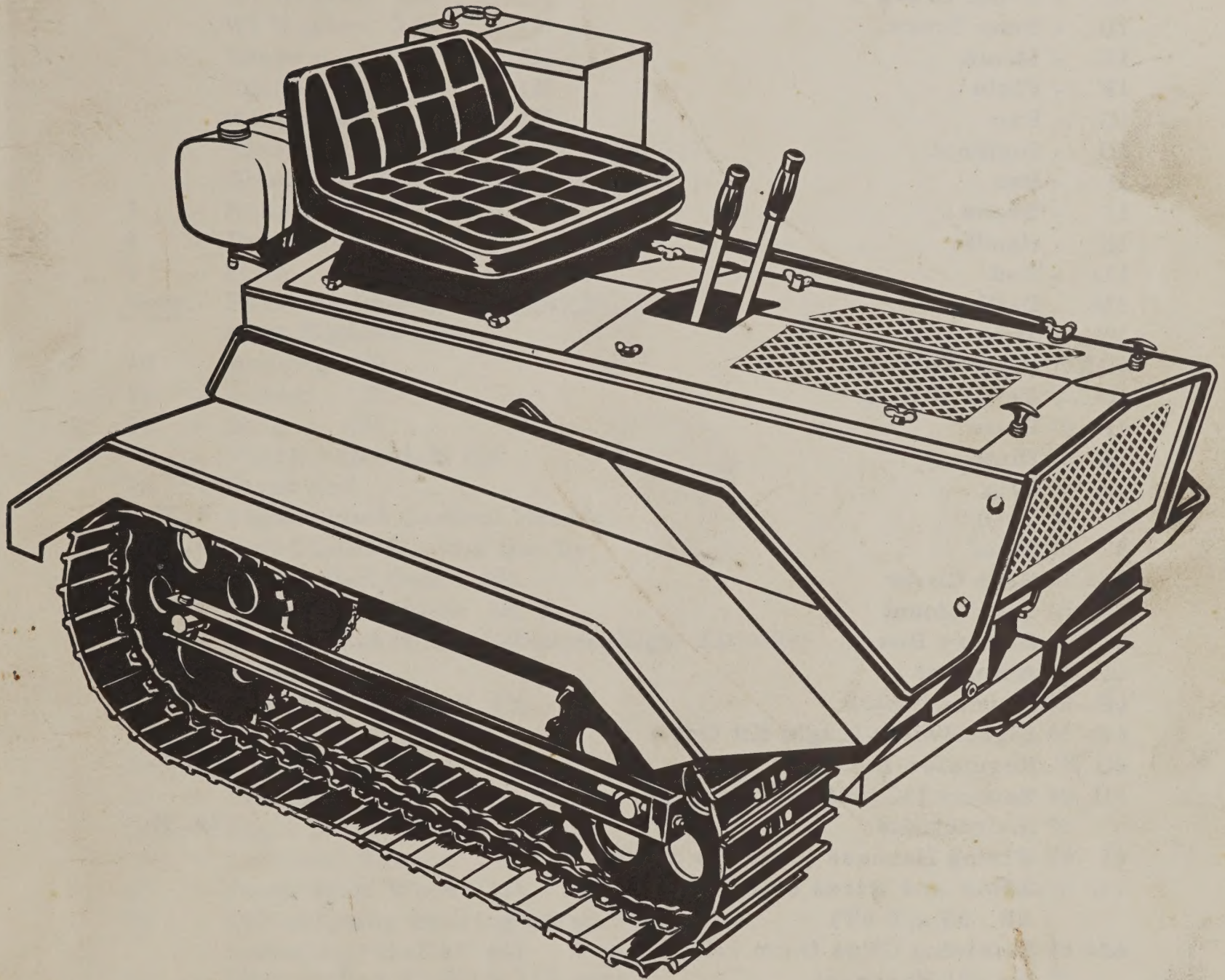


MINI-DOZER

Plans - Assembly Manual



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C. F. STRUCK CORP.

PARTS and PRICE LIST - MD1200 SERIES TRACTOR

MD1200 - 1 Body	124.95
1AL - Left Body Wall	
1AR - Right Body Wall	
1B - Plate	
1C - Front Brace	
1D - Rear Brace	
1E - Mount	
1F - Plate	
1G - Pan	
1H - Segment	
1I - Bar	
1J - Brace	
1K - Handle	
1L - Rod	
1M - Baffle	
1N - Strip	
1OR - Right Footwell	
1OL - Left Footwell	
1P - Plate	
1Q - Plate	
1R - Clip	
2 - Grill	4.90
3 - Hood	5.90
4 - Rear Cover	6.40
5 - Tank Mount	2.90
6 - Battery Box	
6D - Ammeter	3.95
6E - Ignition Switch	3.95
6F - Light Switch (Light Kit Only)	1.25
6G - Regulator-Rectifier	24.95
6H - Battery (12 volt) w/acid and instructions	34.95
6I - Wiring Harness (consists of 90° Elbow and Wires #6N, 6P, 6Q, 6R, 6S and 6T)	
6J - Retaining Clips (four 1/2" dia.; for #6I Harness)	
6K - Battery (-) Wire 10" (heavy black) 1/4" ID loop each end	
6L - Battery (+) Wire 7-1/2" (heavy black) 1/4" ID loop one end; 3/16" ID loop other end	
6M - Wire (blue) 4-1/2" (Light Kit Only)	
6N - Wire (blue) 65"	
6O - Wire (black) 4"	
6P - Wire (yellow) 68"	
6Q - Wire (white) 56"	
6R - Wire (white) 56"	
6S - Wire (heavy black) 67"	
6T - Wire (red) 20"	

- 6U - Wire (blue) 8"
- 6V - Sealed Beam Light (2)
- Cap Screw 1/4-20 x 3/4 (4)
- Cap Screw 3/8-16 x 2 (2)
- Carriage Bolt 5/16-18 x 7 (2)
- Sheet Metal Screws (4)
- Star Washer 3/8 (2)
- WI Washer 1/4 (2)
- WI Washer 3/8 (2)
- Locknut 1/4-20 (4)
- Locknut 3/8-16 (2)
- Wing Nut 5/16-18 (2)
- Electrical Connector 1/2" dia. (1)
- Electrical Connector 3/8" dia. (1)

- 7 - Rear Cover (Dash)
- 8 - Front Cover
- 9 - Strip

Note: Parts #6 through #9 apply to electric start Engines only.

- 10 - Bearing (2) 5.90
- 11 - Gusset (2) 2.90
- 12 - Axle (2) 5.15
- 13 - Track Expander (2) 4.95 ea.
- 14 - Pivot Rod 2.95
- 15R - Right Clutch Control Handle 4.95
- 15L - Left Clutch Control Handle 4.95
- 16 - Clutch Belt Guide (4) 1.30 ea.
- 17 - Engine Belt Guide (2) 1.15 ea.
- 18 - Light Bracket (2) (Electric Light Kit only)
- 19 - Drawbar 1.50
- 20 - Sprocket and Shaft (2) 4.90 ea.
- 21 - Power Shaft (2) 5.45 ea.
- 22 - Rear Drive Wheel (2) 24.95 ea.
- 23 - Handle 2.90
- 24R - Right Mud Fender 9.95
- 24L - Left Mud Fender 9.95
- 25 - Front Idler Wheel (2) 14.95 ea.
- 26 - Self-aligning Bearing w/two stamped mounting "shells" (4) 4.45 ea.
- 27 - Idler Pulley 4" OD x 3/8 bore 2.95
- 28 - Idler Wheel 2" OD x 3/8 bore (4) 1.85 ea.
- 29 - Pulley 12" OD x 7/8 bore (4) 5.00 ea.
- 30 - Pulley 5" OD x 3/4 bore (2) 2.50 ea.
- 31 - Pulley 3" OD x 3/4 bore (4) 2.00 ea.
- 32 - Pulley 3" OD x 1 bore 2.10
- 33 - Double Face Drive Belt ("BB" 68) 12.95
- 34 - Clutch Belt ("A" Section) 50" (4)
- 7 hp - 4L500 2.50 ea.
- 12 hp - A-48 4.95 ea.
- 35 - Handgrips (2) .30 ea.

36	-	Track - Lawn Shoes w/bolts & chain (2)	
37	-	Track - Dozer Shoes w/bolts & chain (2)	
		(Kit comes with <u>one</u> complete set of either above style shoe)	
38	-	Roller Chain #40 w/connector link (2)	4.85 ea.
39	-	Flexible Exhaust Tube	
40	-	Engine w/instruction booklet	
		7 hp Lawson-Tecumseh Recoil Start	98.95
		12 hp Lawson-Tecumseh Electric Start	289.95
41	-	Spring	
42	-	Throttle Control (long) 7 & 12 hp Engine	2.40
43	-	Choke Control (short) 12 hp Engine only	2.20
44	-	Bulb Muffler	
45	-	Gas Line	
46	-	Steel Seat (for tractor without foam seat option)	4.95
		Gas Line Pinch Clips (2)	
		Hose Clamps (2)	
		Retaining Clips (three 1/2" dia.; for Gas Line)	
		Key 3/16 sq. x 1 (11)	
		Key 1/4 sq. x 1 (1)	
		Snap Ring 7/8 (4)	
		Snap Ring 5/8 (2)	
		WI Washer 5/16 (101)	
		WI Washer 3/8 (60)	
		WI Washer 5/8 (21)	
		WI Washer 7/8 (102)	
		Lock Washer 5/16 (14)	
		Lock Washer 3/8 (12)	
		Lock Washer 1/2 (2)	
		Star Washer 3/8 (1)	
		Nut 3/8-16 (8)	
		Nut 1/2-13 (2)	
		Locknut 1/4-20 (8)	
		Locknut 5/16-18 (32)	
		Locknut 3/8-16 (12)	
		Wing Nut 5/16-18 (8)	
		Carriage Bolt 1/4-20 x 1/2 (8)	
		Carriage Bolt 3/8-16 x 1 (4)	
		Carriage Bolt 1/2-13 x 3/4 (2)	
		Cap Screw 5/16-24 x 1 (2)	
		Cap Screw 5/16-18 x 3/4 (32)	
		Cap Screw 5/16-18 x 1 (12)	
		Cap Screw 3/8-16 x 3/4 (4)	
		Cap Screw 3/8-16 x 1 (10)	
		Cap Screw 3/8-16 x 1-3/4 (1)	
		Cap Screw 3/8-16 x 2-1/2 (2)	
		Cap Screw 3/8-16 x 3-1/4 (2)	
		Cap Screw 3/8-16 x 4-1/2 (2)	
		Set Screw 5/16-18 x 5/16 (22)	
		Cotter Pin 1/8 x 1-1/4 (2)	
		Allen Wrench 3/32 (1)	
		Allen Wrench 5/32 (1)	

MINI-DOZER ASSEMBLY
MD1200 SERIES

Unpacking the KIT:

Care must be exercised in unpacking the Kit to avoid bending or scratching the various components. As the parts are unpacked lay them out neatly and check the parts against the enclosed Parts List. Notify us immediately of any shortages.

Setting up for Assembly:

It is best to set the Body in an upright position on the edges of two saw-horses or on top of a crate. This will allow you to easily work around and underneath the Tractor. NOTE: The directions 'Left & Right' and 'Upper & Lower' referred to in the following instructions are determined by standing behind the Dozer and looking forward. 'Inside' refers to the side of a part which is closest to an imaginary center line running down the length of the Dozer. 'Outside' refers to the side farthest from the above defined center line.

Lubrication:

Lubricate the "Zerk" fittings on #22 Drive Wheels, #25 Idler Wheels and #10 Bearings as you proceed with their respective assembly. All other bearings are sealed and "lifetime" lubricated.

Assembly:

1. Slide one #12 Axle through 7/8" holes in rear of Body. Slide seven 7/8 WI Washers on each end of Axle and then follow with #22 Rear Drive Wheel and seven more 7/8 WI Washers over each Rear Axle end.
2. Slide second #12 Axle through forward slots in Body. On each Axle end slide on seven 7/8 WI Washers followed by #25 Front Idler Wheel (large sprocket to outside) and finally seven more 7/8 WI Washers over each end of Front Axle.
3. Slide #13 Track Expanders over ends of Front and Rear Axles as per assembly drawing (slotted end of Expander is forward). Slide 7/8 WI Washer over each end of four Axle ends and secure with 7/8 Snap Rings. (Note: 7/8 WI Washers may be added or removed to give best possible final fit and alignment). Take 3/8-16 x 4-1/2 Cap Screw and slide on 3/8 WI Washer. Slide Cap Screw through hole in front end of each Expander and through hole in Front Axle. Do this to both Right & Left Track Expanders. On ends of each Cap Screw loosely apply two 3/8 Nuts with 3/8 lock washer between. Insert 3/8-16 x 2-1/2 Cap Screw through the two holes in rear of each Expander (you may have to rotate Rear Axle so Cap Screw will pass through) and secure with 3/8-16 Locknut. NOTE: Do not over tighten this Cap Screw and crush the Expander! (At this time if you have Chain Guards they may now be installed.)

4. Take 3/8-16 x 1 Cap Screw and insert into one "looped" end of #41 Spring. Insert this Cap Screw assembly into the 3/8" hole in lower outside rear of #1B Plate (right "inside" of Body) and secure inside with 3/8-16 Locknut (see drawing for correct positioning). NOTE: Insert Cap Screw so that Spring's "looped" end can lay "flat" against #1B Plate. In a similar manner attach the other "looped" end of #41 Spring to the top inside of #1I Bar and secure with 3/8-16 Locknut. NOTE: In both cases leave the Cap Screws sufficiently loose to allow the Spring moderate swivelling action.

5. Mount #10 Bearings (with Zerk fittings up) between #1B Plate and their respective #1AL or #1AR Left or Right inside Body Wall. NOTE: Holes in #10 Bearing must line up with slots in its respective #1B Plate and #1AL or 1AR Wall. Using 5/16 WI Washers over 5/16-18 x 3/4 Cap Screws insert into slots of #1B Plate and #1AL or 1AR Wall. Secure inside with 5/16 WI Washers and 5/16-18 Locknuts. NOTE: Check that above Cap Screws on #1B Plate and #1AL or 1AR Wall point toward each other on each side and that Locknuts are against #10 Bearings in each case. (Leave Locknuts somewhat loose).

6. Slide one 7/8 WI Washer onto the end of each #20 Sprocket and Shaft. From outside the Body insert each Shaft into the Oilite bushings in #10 Bearings. Take a straight edge and align the faces of the 54 tooth Sprocket on the #22 Drive Wheel with the 8 tooth Sprocket on the #20 Sprocket & Shaft. This alignment can be accomplished by adding more or removing 7/8 WI Washers from the #20 Shaft.

7. On each side of Tractor Body wrap a length of #38 Roller Chain around 8 tooth sprocket on #20 Shaft and around 54 tooth sprocket of #22 Drive Wheel - secure with connector link. Draw up on each #10 Bearing Assembly and secure by now tightening the six 5/16-18 Locknuts on each #10 Bearing.

8. Inside Body slide ten 7/8 WI Washers over each protruding end of #20 Sprocket and Shaft. Insert 3/16 sq. x 1 Key into each Keyway and slide one #29 Pulley over each Shaft end engaging the 3/16 sq. Key completely in hub of #29 Pulley. Tighten both set screws in each #29 Pulley. Slide five more 7/8 WI Washers over each end of #20 Shafts followed by second 3/16 sq. x 1 Key and second #29 Pulley on each side - tighten all set screws. Slip on 7/8 WI Washers necessary to fill out each end of #20 Shaft up to each 1/8" hole - secure with 1/8 x 1-1/4 Cotter Pin. NOTE: Hubs of #29 Pulleys above should all point toward center of Tractor - see Drawing.

9. Insert 3/8-16 x 1-3/4 Cap Screw into 3/8 Star Washer and 3/8 WI Washer; then from inside slip Cap Screw into 3/8" slot in #1H Segment. On the other side of #1H Segment (side closest Left Body Wall) you may slip on seven 3/8 WI Washers followed by #27 Idler Pulley. (At this time loop the #33 Double Faced "V" Belt over #27 Idler Pulley). Secure this Pulley assembly by inserting protruding end of Cap Screw into nut welded to #23 Handle. Check your assembly against Drawing; make sure "handle" portion of #23 Handle is pointing toward center of Tractor Body and that #33 Belt is held between the groove of #27 Pulley and the 1/4" round rod welded to #23 Handle assembly. Tighten Cap Screw so it will still be able to slide freely in 3/8" slot in #1H.

10. Following Drawings, assemble the #30 and #31 five and three inch Pulleys onto their respective #21 Upper and Lower Power Shafts. Note that hub of 5" dia. #30 Pulley points inward on both Upper and Lower #21 Power Shafts. NOTE: The hubs on the 3" dia. #31 Pulleys point toward each other on the Lower #21 Power Shaft, but away from each other on the Upper #21 Power Shaft.

11. Assemble #26 Self-aligning Bearings by placing a spherical bearing unit between two stamped mounting halves - loosen all Bearing set screws with Allen Wrench provided. Mount two of these assemblies in 1-3/4" holes on inside of left #1AL Body Wall with 1/4-20 x 1/2 Carriage Bolts provided. Loosely apply 1/4-20 Locknuts to above Bolts which should protrude out left side of Body. NOTE: Bearing's hubs (with set screws) should be to the outside.

12. From inside Body insert the "right" ends of #21 Upper and Lower Power Shafts a few inches into their respective 1-3/4" dia. holes on right #1AR Body Wall. On both the Upper and Lower #21 Shafts loop on two #34 "V" Belts. Over the Upper #21 Shaft only, loop on the #33 Double Faced "V" Belt. NOTE: Lower #21 Power Shaft does not go through #33 Belt.

13. Slide both the #21 Upper and #21 Lower Power Shafts to the left and engage 5/8" "stepped" ends of Shafts into their respective 5/8" dia. "bore" of the previously installed #26 Bearings. Push Shafts fully to the left until Shafts "stepped shoulder" hits Bearing. Tighten set Screws in both #26 Bearings and also tighten 1/4-20 Locknuts holding Bearings.

14. From outside Right #1AR Body Wall note the two remaining ends of #21 Upper and Lower Shafts protruding through their respective 1-3/4" Bearing holes. Take the two remaining #26 Self-aligning Bearings (assembled in Step #11) and with hub of Bearing pointing outward engage the 5/8" dia. bore of Bearings onto "stepped" ends of #21 Shafts and slide Bearings tight against the outside of #1AR Body Wall. Note the gap between shoulder of #21 Shafts and the "face" of their respective #26 Bearing. Determine how many 5/8 WI Washers are necessary to "shim" this gap - then remove both Bearings, add shim Washers and remount Bearings on Shafts. Check for proper shimming (don't "force-in" extra washers) and then from outside Body insert four remaining 1/4-20 x 1/2 Carriage Bolts into Bearing housings and secure inside Body with 1/4-20 Locknuts.

15. Lock all #26 Bearing set screws and check for smooth rotation of #21 Shafts - remove some 5/8 WI Washers if you've found they "wedge or bind" Bearings' free rotation. Insert 3/16 sq. x 1 Keys in each Pulley hub engaging the 3/16 slot in their respective #21 Upper or Lower Power Shaft.

16. Align the two 5" dia. #30 Pulleys with the previously mounted #27 Idler Pulley so they all have a common vertical center line and this "center line" is parallel with the inside of #1AL Body Wall; then tighten set screws in #30 Pulleys. Next align the #31 Pulleys with their mating #29 Pulleys mounted on #20 Shafts. (Note Drawings to check that #31 Pulleys on Upper #21 Shaft align with mating #29 Pulleys mounted to the outside on #20 Shafts.

Also check that the #31 Pulleys on Lower #21 Shaft align with mating #29 Pulleys mounted to the inside on #20 Shafts. Tighten all set screws. Slip #34 Belts around mating Pulleys per above alignment instructions.

17. Assemble #15R and 15L Clutches at this time - check Drawings to note difference between #15R and #15L. Using 3/8-16 x 3-1/4 Cap Screw with 3/8 WI Washer over one end, slide into #16 Belt Guide. Follow with three 3/8 WI Washers, slide into #28 Idler Wheel and follow with four more 3/8 Washers. Now slide into slot in arm of #15R Right Clutch. On other side slip on four more 3/8 Washers, #28 Idler Wheel, three 3/8 Washers, #16 Belt Guide, 3/8 WI Washer and secure with 3/8-16 Locknut. (Check assembly Drawings at this time to make sure you have the various parts assembled in the proper order and that the #16 Belt Guides - specifically the "90° hooked ends" - are facing the proper direction.) Align the #16 Guides so they make approximately a 90° angle with the slotted arm of the #15R Clutch and then loosely tighten 3/8-16 Locknut.

18. Repeat above Step #17, but this time assembling #15L Left Clutch. Again check that #16 Guides are facing the proper direction in the final assembly.

19. Insert above #15R and 15L Clutch assemblies into respective locations inside Body. From outside Body slide #14 Pivot Rod through Body Wall, then through tube on each Clutch, and finally through other Body Wall. (Check "Belt Diagrams" for proper #34 Belt wrapping over #28 Idlers.) Note that Clutch Assemblies have freedom to slide left and right on the #14 Pivot. At this time by sliding Clutches left and right align the #28 Idler Wheels with their respective #29 Pulleys mounted on #20 Shafts. Remove #14 Pivot Rod and then reinsert using 5/8 WI Washers as "shims" on #14 Rod to hold Clutch alignment determined above. Secure ends of #14 Pivot Rod outside Body using 5/8 WI Washers as necessary and 5/8 Snap Ring on each end.

20. Now you must properly adjust #28 Idler Wheel assemblies you assembled above. Slide Wheel assemblies rearward (or forward as the case may be) so that the Clutch Control Handles can move forward and backward a total distance of approximately 4" as measured at the "Handgrip" ends of #15 Control Handles. Make this travel equal in both Control Handles and then tighten each 3/8-16 x 3-1/4 Cap Screw. (Check for proper 90° angle of #16 Guides as explained in Step #17 above.) NOTE: Check to make sure that all four #16 Guides ride with their "90° hooked end" to the outside of their #34 Belt. In proper operation, as a #28 Idler Wheel moves away from tightening a #34 Belt, simultaneously the "90° hooked end" of its respective #16 Guide should start to hit the backside of the #34 Belt and start to pull it "in" to eliminate any excessive slack and release its grip on #31 Pulley.

21. Take Engine and slide on "hub first" #32 Pulley onto Crankshaft. Slide remaining 3/16 sq. x 1 Key into Pulley's hub. On 7 hp Engine: install the two #17 Belt Guides using a 5/16 Lock Washer and 5/16 WI Washer over ends of two 5/16-24 x 1 Cap Screws which are each inserted into "loop end" of #17 Belt Guides. Follow with second 5/16 WI Washer on each and then screw each Guide assembly into the two rear 5/16-24 threaded holes in Engine Case - see "7 hp Engine - PTO View" Drawing for proper assembly; note that "90° hooked ends" of #17 Belt Guides point away from Engine Case.

On 12 hp Engine: follow above but substitute 3/8-16 x 1 Cap Screws, Lock Washers and WI Washers and install in two rear 3/8-16 threaded holes in Engine Case.

Note: If you have either the Snow Blower or Lawn Mower attachments, it is advisable to install the Attachment Drive Pulley at this time. (Check "PTO View" for above step.)

22. Install Engine in Engine Compartment of Tractor keeping the Crankshaft on left side. Mount 7 hp Engine to Body's #1E Mount with four 5/16-18 x 1 Cap Screws and 5/16 WI Washers coming up from underside of #1E Mount and engaging four holes in mounting plate of Engine. Secure above with 5/16 WI Washers and 5/16-18 Locknuts. Mount 12 hp Engine with 3/8-16 x 1 Cap Screws and Lock Washers coming up from underside of #1E Mount and engaging the 3/8-16 threads in bottom of 12 hp Engine. In both cases above square Engine in Body (Crankshaft should be at approximately a 90° angle with the inside of the left #1AL Body Wall) and then tighten the four Cap Screws.

23. Slide #2 Grill into front of Body and align the four 3/8" holes. Insert 3/8-16 x 1 Cap Screw into 3/8 WI Washer and then from outside Body insert Cap Screw into each of the four 3/8" holes. On the inside secure with 3/8 WI Washer and 3/8-16 Locknut. NOTE: If you have the light kit, install the #18 Light Brackets on the outside of Body Walls using the above assembly. (Check Drawing).

24. Attach #19 Drawbar under #1G Rear Pan with two 3/8-16 x 3/4 Cap Screws and secure inside #1G Pan with 3/8 WI Washers and 3/8-16 Locknuts.

25. Insert #42 Throttle Control into the 9/16" hole on the left of #1C Brace. Secure below with Lock Washer and Nut provided. Using the "Throttle Control Wire" Drawing for your particular Engine Horsepower, slide the wire "casing" into its respective Bowden Wire Clamp at the Throttle on Engine. Engage the offset end of Bowden's "Inner Wire" into the 1/16" hole in your particular Engine Throttle Lever. With #42 Throttle Control Handle pushed all the way in, the Throttle Lever on the 7 hp Engine should go completely to the right and engage the "copper strip" (switch below control) to shut off Engine's Magneto. On the 12 hp Engine, the Throttle Lever should be pushed to the left (idle position) so that the throttle on the carburetor is closed and resting against the idle adjustment screw. Now, tighten the Bowden Wire Clamp.

26. Check Step #25: pulling up on Handle of #42 Control should open the Throttle Lever on 12 hp Engine to "fast" position. On the 7 hp Engine it should open Throttle Lever to "Fast" (and choke if moved all the way). NOTE: To hold a particular Throttle setting just give the Control a 1/4 turn to lock in place.

27. On 12 hp Engine insert the shorter #43 Choke Control into the remaining 9/16" hole on right of #1C Brace. Secure below with Nut and Lock Washer. Run Control "casing" rearward and loop around inside #1M Baffle and insert into Bowden Wire Clamp mounted to "right-angle" clip bolted to Engines head. Engage "offset end" of Bowden's "Inner Wire" into hole on Engine Choke Lever above carburetor. (Note: don't use hole in middle of "arrow" on Choke Lever). With #43 Choke Control pushed in, the Choke Lever should rotate toward the Air Cleaner and stop. At this point tighten the Bowden Wire Clamp. Check Choke Control - pulling out #43 Control Handle should rotate Choke Lever so that it stops at a point perpendicular to the Engine Crankshaft.

28. On 7 hp Engine pull up on Engine starter rope and tie a "loop knot" to keep it from retracting. Remove Handle from rope and insert rope through 3/8" grommet above recoil starter. Reassemble Handle on rope end and remove knot to allow rope to recoil.

29. Exhaust 7 hp Engine: following "7 hp Engine - PTO View" Drawing, screw 3/4 to 1" Reducer Nipple onto 1" Pipe Nipple welded to #1E Mount. In 3/4" end of Reducer screw in 3/4" Pipe Nipple - tighten both. Take 3/4" inside diameter #39 Flexible Exhaust Tube and insert over the 3/4" Nipple on Reducer; take other end of #39 Tube and slip over the 3/4" Pipe Nipple screwed into 45° Street Elbow on Engine. Exhaust 12 hp Engine: following "12 hp Engine - PTO View" take 1" inside diameter #39 Flexible Tube and insert over the 1" Pipe Nipple welded to #1E Mount; take other end of #39 Tube and slip over the 1" Pipe Nipple screwed into the 90° Street Elbow on Engine.

In both cases above it may help to loosen the Engine mounting Cap Screws to aid in slipping the #39 Flexible Tube over its respective Pipe Nipples. Also it will help if before installation you grip one end of the #39 Tube with your left hand and the other end with your right; then viewing either end of the Tube twist it clockwise, this will increase its inside diameter and make it slip easily over its respective Pipe Nipples. After installation twist the Tube ends counter-clockwise and they will grip the Nipples firmly. Secure both ends of Tube with Hose Clamps provided. (Note: after installation of #39 Tube make sure you retighten Engine Cap Screws). Screw #44 Bulb Muffler onto end of 1" Pipe Nipple (protruding below bottom of #1E Mount) as tightly as possible.

30. Take Gas Tank and Mounting Bracket assembly and mount onto #5 Tank Mount - note how the four holes and slots line-up with each other. Insert each of four 5/16-18 x 3/4 Cap Screws into 5/16 WI Washers and then into the (above) aligned slots and holes. Secure each Cap Screw on other side with 5/16 WI Washer and 5/16-18 Locknut.

31. Mount the (above) Gas Tank assembly to the top rear of Tractor Body aligning the two 5/16" holes in #1D Brace and two 5/16" holes in the #1G Pan with the four remaining slots in #5 Tank Mount. Insert each of four 5/16-18 x 3/4 Cap Screws into 5/16 WI Washer and from outside insert into the four slots of #5 Mount. Secure these Screws inside Body with 5/16 WI Washers and 5/16-18 Locknuts.

32. On electric start Tractors place #6 Battery Box in rear of Left #10L Footwell. Align the holes and slot in #6C Brace on bottom of #6 Box with the 5/16" holes in #10L Footwell and #1AL Body Wall. Insert each of two 5/16-18 x 3/4 Cap Screws into 5/16 Lock Washer and then into 5/16 WI Washer. Take these Screws and insert them into the two holes in #6C Brace and pass through the "aligned" 5/16" holes in #1AL Body Wall. Secure these Screws inside Body by engaging them into the two 5/16-18 threaded holes in #11 Gusset - tighten. (Check Drawing - make sure 7/8" hole in #11 Gusset is visible at end of 7/8" slot in #1AL Wall.)

33. If you do not have electric starting just assemble #11 Gusset as per above but eliminate reference to #6 Battery Box. On right rear top side of Body mount second #11 Gusset using same "Cap Screw" procedure as in Step #32. NOTE: This "right side" #11 Gusset must be removed and its 7/8" hole slid onto lift handle of #BH100 Hitch or DB200 Blade when these attachments are used.

After being slid onto its respective "lift handle", the #11 Gusset must be reinstalled on #1AR Body Wall - bolted to the inside of Wall for #BH100 Hitch; bolted to outside of #1AR Wall for #DB200 Blade.

34. Assembly for Electric Start and Lights: Note: Before assembly, read these instructions thoroughly as improper assembly may lead to damage of the electrical system.

A. Mount #6E Switch into 5/8" hole in left rear of #7 Cover. Mount from below Cover and keep lock washer behind Cover and on top secure with Nut. (See Wiring Diagram for proper location of terminals.)

B. Mount #6F Light Switch in 3/8" hole in center front of #7 Cover. Mount from below, keep Nuts one on either side of #7 Cover and try to keep threaded portion of Switch from protruding above nut on top of Cover. (See Wiring Diagram for proper location of terminals.)

C. Mount #6D Ammeter from top of #7 Cover into 2-1/8 hole in rear left of #7 Cover. Secure (behind Cover) by slipping the "Yoke" assembly over two screw ends protruding from rear of Ammeter. Screw securely one nut over each screw end. (Note - check that plastic insulators are properly installed in "Yoke" assembly and that the (above) two nuts touch only these insulators and don't make metal to metal contact with any portion of the "Yoke").

D. Fill #6H Battery with acid per the enclosed instructions. Insert Battery into #6 Battery Box (+ & - terminals on right side of Box) and secure with #9 Strip held to top of Battery by two 5/16-18 x 7 Carriage Bolts which pass through the bottom of Box and are secured outside and below Box with 5/16-18 Wing Nuts.

E. Mount in vertical position #6G Regulator-Rectifier (its three "prongs" pointed forward) to the right rear side of #6 Box. Insert 1/4-20 x 3/4 Cap Screws into upper and lower 1/4" holes of #6G Regulator and engage upper and lower 1/4" holes in #6 Box. Inside Box secure lower Cap Screw with 1/4-20 Locknut. Take one 1/4" ID loop of (heavy black) #6K Wire and slip onto the remaining top 1/4-20 x 3/4 Cap Screw inside Box and secure with 1/4-20 Locknut.

F. Take end of #6I Wiring Harness that has 90° threaded Elbow attached and insert into 7/8" hole in bottom of #6 Box all the single wires coming out of the Elbow. Push threaded end of Elbow into this hole and secure inside Box with Nut provided. Take other end of #6I Harness and run loosely along top inside of Left #1AL Body Wall keeping Harness behind and going past #1M Baffle to Engine's starting motor.

G. Take (heavy black) #6S Wire (in #6I Wiring Harness) and connect its 1/4" ID loop ("Starter Lug") to 1/4-20 terminal on Starting Motor of Engine - tighten. Connect 3/16" ID loop end of #6S Wire to the "S" terminal on #6E Switch - tighten.

H. Connect the remaining three prong black male "pyramid-type" plug of #6I Wiring Harness with the mating plug found protruding above Starter on Engine. Connect the three prong black female "flat" plug on other end of #6I Wiring Harness to the three "forward protruding" prongs of #6G Regulator-Rectifier mounted to #6 Box.

I. Connect center lead (yellow) #6P Wire from #6I Harness's "pyramid-type" plug to the "M" terminal on #6E Switch - tighten. Slip the loop of the center lead (red) #6T Wire of #6I Harness's "flat" plug on #6G Regulator over protruding screw on (+) side of #6D Ammeter; follow with a 3/16" ID loop from (blue) #6M Wire over same "protruding screw" above and secure with Lock Washer and Nut provided with Ammeter. Connect remaining end of (blue) #6M Wire to one terminal of #6F Switch. Connect one 3/16" ID loop end of (black) #60 Wire to (-) "protruding screw" on #6D Ammeter and secure with Lock Washer and Nut.

(Note: the (+) and (-) screws are determined by looking at the (+) and (-) marks on the face of #6D Ammeter and selecting the corresponding screw below.)

J. Slip 3/8 WI Washer onto end of 3/8-16 x 2 Cap Screw and insert into one side of "looped-bracket" on #6V Light. Insert Cap Screw end of this assembly into a 3/8 Star Washer and then into the 3/8" hole on top outside of #18 Bracket. Secure on other side with 3/8-16 Locknut. (Do this for both Lights) Clean 1/2" insulation from wire coming out bottom of #6V Lights and insert wires into gap between underside of #1C Brace and top of #2 Grill.

K. Connect 3/16" ID loop end of (blue) #6N Wire to remaining terminal on #6F Switch. Clean 1/2" of insulation from each end of (blue) #6U Wire and from remaining end of (blue) #6N Wire. Wind together the wire ends of #6V Light (left Light only), the remaining end of (blue) #6N Wire and one end of (blue) #6U Wire to form a "pigtail". Slip the 1/2" dia. Electrical Connector over the above "pigtail" and screw it on tightly making sure none of the "pigtail's" wires are exposed. Similarly, connect remaining end of (blue) #6U Wire to wire from #6V Light on right side and screw on 3/8" dia. Electrical Connector.

L. Take Screw from "B" terminal of #6E Switch and first insert it into remaining 3/16" ID loop of (black) #6O Wire, then insert into 3/16" ID loop of (heavy black) #6L Wire and finally screw this assembly into the "B" terminal of #6E Switch. Insert 1/4-20 x 3/4 Cap Screw into remaining 1/4" ID loop of (heavy black) #6L Wire and insert this into (+) terminal of #6H Battery - secure with 1/4 WI Washer and 1/4-20 Locknut. Insert 1/4-20 x 3/4 Cap Screw into remaining 1/4" ID loop of (heavy black) #6K Wire and insert Screw into (-) terminal of #6H Battery - secure with 1/4 WI Washer and 1/4-20 Locknut. (Note: for Tractors without Light Kit, fill 3/8 hole in #7 Cover with 3/8-16 x 3/4 Cap Screw and Locknut. Also apply electrical tape to ends of the unused (blue) #6N Wire).

M. Your wiring is now complete - use this opportunity to completely go over the above Assembly Instructions and check for any wiring mistakes. (Note: to improperly wire your Tractor will run the risk of almost immediate "burn-out" of Alternator, Regulator-Rectifier, etc.) Charge Battery at this time using standard 12 volt Charger. Mount #8 Front Cover over "front" of #6 Box and secure on each side with two of the sheet metal screws provided.

N. Carefully bring #7 Cover down onto #6 Box and with two Sheet Metal Screws secure each side of #7 Cover to sides of #6 Box. (Note: to avoid any possible shorting from Wires inadvertently touching each other or the Box, it's advisable to take electrical tape and tape all exposed terminals on Ammeter and Switches.)

O. It's advisable at this time to wrap electrical tape along the complete length of #6I Wiring Harness to make it neat looking and give it added abrasion resistance.

35. Slip four plastic coated #6J Retaining Clips over the #6I Wiring Harness at the four locations of 5/16-18 Weld nuts welded to underside of Left #1AL Body Wall. Note that the Clips are installed so that their flat side (slot side) will lie flat against the underside of the Weldnut, and their "coated clip" portion will lie to the right of the Weldnut. On each of four 5/16-18 x 1 Cap Screws slip on one 5/16 Lock Washer followed by three 5/16 WI Washers. From inside Tractor Body insert each of these Cap Screw assemblies into underside of each of the above Retaining Clips and engage threads of 5/16-18 Weldnuts. Smooth out the #6I Wiring Harness held by these Clips and form a smooth path from #6 Battery Box to the Engine. (Make radius around corners smooth and sweeping - don't kink Wiring Harness).

Tighten the (above) four Cap Screws and notice that you now have the tips of the Cap Screws protruding out the top of #1AL Wall at four locations. (Note - for Tractors without electric starting Engines omit Step #35 above and insert the following; Slip one 5/16 Lock Washer followed by four 5/16 WI Washers over each end of four 5/16-18 x 1 Cap Screws. Screw these Cap Screws into the "bottom" of each of the 5/16-18 Weldnuts welded to underside of Left #1AL Body Wall and tighten.)

36. Take #45 Gas Line and slip a Pinch Clip over each end and slide up about 1". Slip one end of the Gas Line over the "tapped stepped" outlet on "pet cock" on underside of Gas Tank. Connect the other end of Gas Line to the "tapped stepped" inlet on right top side of Engine Carburetor. On both ends, push Gas Line on as far as it goes. With pliers carefully compress the ends of the Pinch Clips and slide them to approximately 3/8" from each end of Gas Line.

37. Slip the three remaining plastic coated Retaining Clips over the #45 Gas Line at same intervals as the last three 5/16-18 Weldnuts on underside (rear) of Right #1AR Wall. Similar to Step #35 assemble 5/16 Lock Washer and three 5/16 WI Washers over each end of three 5/16-18 x 1 Cap Screws. Insert each in "slot side" of Clip and engage underside of its respective Weldnut. Check that Gas Line follows a smooth path from Gas Tank to Carburetor and that the Retaining Clips lie flat against the underside of its respective Weldnut making sure Gas Line is kept to the left of the Cap Screws. Tighten the three Cap Screws. Insert 5/16-18 x 1 Cap Screw into 5/16 Lock Washer and then into four 5/16 ID WI Washers; tightly screw this into the remaining (furthest forward) 5/16-18 Weldnut on underside of #1AR Wall.

38. Unroll lengths of Track Chain and assemble into two continuous Tracks by sliding the two ends together - as this Chain is made to fit tightly you may have to strike the edge of one link to drive it into the "hook" of the other link. (Above assembly applies only to #55-K1 medium duty Track Chain.) On #550-K19 heavy duty Track Chain connect lengths together using connector link provided and secure with cotters. (Check to make sure that "offset" tabs on each link are offset to the outside of the Track so that the Track Shoes may bolt flatly against each link.) Loop above Chain around Front and Rear Wheels #25 and #22. With both Track Chains in place, draw up on the two 3/8-16 x 4-1/2 Cap Screws in #13 Expanders to tighten the Chains; then lock in place with remaining 3/8 Lock Washer and Nut.

39. Now begin bolting the Track Shoes onto the Drive Chain using the 1/4" carriage bolts, lock washers and nuts provided. NOTE: Shoes must be kept square with an imaginary line running from the Front Wheel to Rear Wheel; always check this alignment as you are putting on the Shoes so that the final Track will run true. The Lawn Shoes must be bolted on with the bent ends always pointing to the inside of the Track. The Dozer Shoes must be bolted on so that the "gripping" edge of the Shoe is always to the outside and the "rolled" edge of the Shoe is to the inside and points to the rear when it's on the ground.

40. On Steel Seat model Tractor locate the 1/2" sq. holes in Seat over the 1/2" sq. holes in "Channel" bracket welded to rear of #4 Rear Cover. (Note that you may move the Seat forward or rearward to adjust to your height - in the center (normal) position you can use both 1/2-13 x 3/4 Carriage Bolts secured with 1/2-13 Nuts & Lock Washers below; in other positions use only one Carriage Bolt.)

On Foam Cushion Seat model Tractor locate the Steel Seat Pan such that its four 1/2" holes align with the four 3/8" holes in "Channel" bracket on rear of #4 Cover. (Note that you may adjust Seat forward or rearward by utilizing only two 3/8" holes - in both cases mount with 3/8-16 x 1 Carriage Bolts, secure below "Channel" bracket with 3/8-16 Nuts and Lock Washers.) Work Cushion for Seat over its Seat Pan making sure the extra pieces of fabric at Cushion's corners are kept over the "sharp" corners of steel Seat Pan. Draw up ends of Seat's drawstring and tie.

41. Locate #24L and 24R Left and Right Mud Fenders under their respective #10L and 10R Left and Right Footwells. Line up the slots in Fenders with their mating 5/16" holes in Footwells. Slip 5/16 WI Washer over the end of eight 5/16-18 x 3/4 Cap Screws and insert (from below Fender) into the slots of Fenders and engage their respective 5/16" hole in Footwells above. Secure above with 5/16 WI Washer and Locknut. (Note: "rear-most" Cap Screw in #24L Fender goes not only through the Fender slot and Footwell hole; but also through the slot in the #6C Brace holding #6 Battery Box above - similarly secure above with 5/16 WI Washer and 5/16-18 Locknut.)

Final Check of Assembly:

At this point you must now go completely over the above assembly steps to make sure that you have neither omitted parts, nor installed any parts incorrectly. With spark plug on Engine completely removed from Engine and ignition wire you may now test your complete Tractor drive train.

A. The first step is to check that when #1K Handle is pulled forward and engaged in front of #1R Clip that it is sufficient to release tension on #33 Double Face Drive Belt so that the #32 Engine Pulley may rotate freely within the #33 Belt thereby causing absolutely no movement of #33 Drive Belt.

The degree of this tension is determined by the location of #27 Idler Pulley in 3/8" wide slot of #1H Segment. Sliding the Idler Pulley forward will decrease tension; sliding it rearward will increase tension. When you have arrived at the position which properly releases #33 Belt, you may then tighten the 3/8-16 x 1-3/4 Cap Screw holding #27 Pulley. (Note: when tightening this Cap Screw, hold #23 Handle to resist rotation and check that when Cap Screw is "tight" the #23 Handle is parallel to bottom of Tractor.

In addition, we recommend that the "tension" on #33 Drive Belt be kept somewhat "loose" initially as the Belt being new and not broken in, may be "sticky" and not willing to release its "wrap" on #32 Engine Pulley quite as quickly as it will later. NOTE: After a few hours of use you will notice the #33 Belt getting somewhat shiny and "broken-in"; at that time you may reset the tension of #27 Idler Pulley to a finer degree and eliminate any chance of the #33 Belt inadvertently jumping off its Pulleys.

B. With #1K Handle released from its position in front of #1R Clip it will (under #41 Spring's tension) go rearward and thereby tighten #27 Idler Pulley within #33 Drive Belt. With #33 Belt under tension, rotate the two #17 Belt Guides rearward such that they are approximately 1/8" away from outside (or backside) of #33 Belt. Tighten the two Cap Screws to hold the #17 Guides in this position. Similarly with #33 Belt under tension, align #32 Engine Pulley with #30 and 27 Pulleys; then tighten all set screws.

Rotating the Crankshaft of Engine should now operate the #33 Main Drive Belt and cause the top #21 Power Shaft to rotate clockwise (as viewed from right side of Body) and both #15R and 15L Control Handles pushed forward you should now have both Left and Right Tracks going forward. Also conversely, when you pull back on both #15R & 15L Handles, the Tracks should go rearward.

C. Following manufacturer's instruction booklet fill Engine with proper grade of oil and Gas Tank with proper gasoline. Check that you have greased the "Zerk" fittings on both #10 Bearings, #22 Rear Drive Wheels and #25 Front Idler Wheels. Replace Engine's Spark Plug and ignition wire. Mount #4 Rear Cover over the rear set of four 5/16-18 "studs" sticking out of top of #1AL and 1AR Body Walls. In a similar manner mount the #3 Hood (square "cut-out" around #15 Handles) over its set of four forward 5/16-18 "studs". Secure both Cover and Hood with 5/16-18 "wide flange" Wing Nuts - hand tighten. Slip #35 Handgrips over end of each #15 Control Handle.

Operation:

A. Operator should now mount the Tractor and assume a comfortable sitting position. At this time he should familiarize himself with the controls: #42 Throttle Control, #43 Choke Control, #1K Safety Clutch Handle and #1R Clip and #15R and 15L Clutch Control Handles. (On electric start models note the #6D Ammeter, #6E Ignition Switch (Stop, Run and Start positions) and #6F Light Switch).

B. Before starting, move Tractor away from people and immediate obstructions. Move #1K Safety Clutch Handle forward and behind #1R Clip to release the #27 Idler Pulley's pressure on #33 Double Face Main Drive Belt. Pull up all the way on #42 Throttle Control (on 7 hp Engines this will also engage Choke). On 12 hp Engine you must in addition pull up on #43 Choke Control (for starting when cold).

C. To start 7 hp Recoil Start Engine; grasp "pull handle" firmly in right hand and pull up to start Engine. On 12 hp (and other electric start Engines) insert "Key" in #6E Ignition Switch and turn clockwise to start Engine; when Engine starts, release Key (similar to starting a car). With Engine running, set the respective Throttle and Choke controls for smooth Engine operation at the particular temperature you're working at. You may "lock" both Throttle and Choke Controls (in the position you have selected) by rotating the Handles 1/4 turn clockwise. They are "unlocked" by a 1/4 turn counter-clockwise. Note: Do Not "over-tighten" or "over-loosen" these Controls - a 1/4 turn in either direction is sufficient.

D. With Engine running, keep your right hand on the #15L and 15R Control Handles and hold them in the center or neutral position. Simultaneously with left hand release #1K Handle from its position in front of (and retained by) #1R Clip and in the direction of the Crankshaft's rotation, while simultaneously the lower #21 Power Shaft should rotate in the reverse direction.

While rotating the Crankshaft clockwise (as viewed from right side of Tractor) push forward on the Left #15L Control Handle and notice how its "outside" #28 Idler Wheel will engage and tighten the #34 Belt wrapped around the #29 Drive Pulley (on outside of left #20 Shaft) and around the #31 Pulley (on left, next to #30 Pulley) on Upper #21 Power Shaft. This action will cause the #29 Pulley to rotate clockwise and subsequently (through the #20 Sprocket and Shaft and the #38 Roller Chain driving the #22 Rear Drive Wheel) cause the Left Track to go forward.

Pulling rearward on the (above) #15L Handle will release the above's #28 Idlers' tension on the first #34 Belt and will then begin to apply tension with the second #28 Idler Wheel onto the second #34 Belt wrapped around the second #29 Pulley (on inside of left #20 Shaft) and its mating #31 Pulley (on left next to #30 Pulley) on Lower #21 Power Shaft. This rearward position of #15L Handle will cause Track to reverse direction. (Check #15R Control Handle for the same response as above).

Now, with Engine still rotating allow it to slowly move rearward (under #41 Spring tension) and set the transmission (Upper and Lower #21 Power Shafts) in motion. Now, firmly holding a Control Handle (#15R & #15L) in each hand you can move the Tractor forward by pushing forward on both #15 Handles; move rearward by pulling back on both #15 Handles. Make a right turn by pushing forward on the #15L Control Handle while simultaneously pulling rearward on the Right #15R Control Handle. (Left turns are accomplished by reversing above procedure).

NOTE:

For maximum safety both Control Handles must be held by the operator either by a single hand or with both hands while the transmission system is in motion. Therefore, with the transmission in motion the Control Handles should never be left unattended or the natural action of the transmission will cause them to occasionally bounce back and forth. If this condition takes place it can be quickly stopped by disengaging the transmission system with the Safety Clutch Handle and then re-starting. If this condition persists repeat Step #20 in Assembly Instructions and move the respective #28 Idler assemblies forward in their respective slots to relieve this incorrectly adjusted pressure on the #34 Belts. (Note: as you gain skill in the driving of your Tractor and as your #34 Belts become shiny and broken in, you may want to move the #28 Idler assemblies rearward for a quicker responding Tractor.)

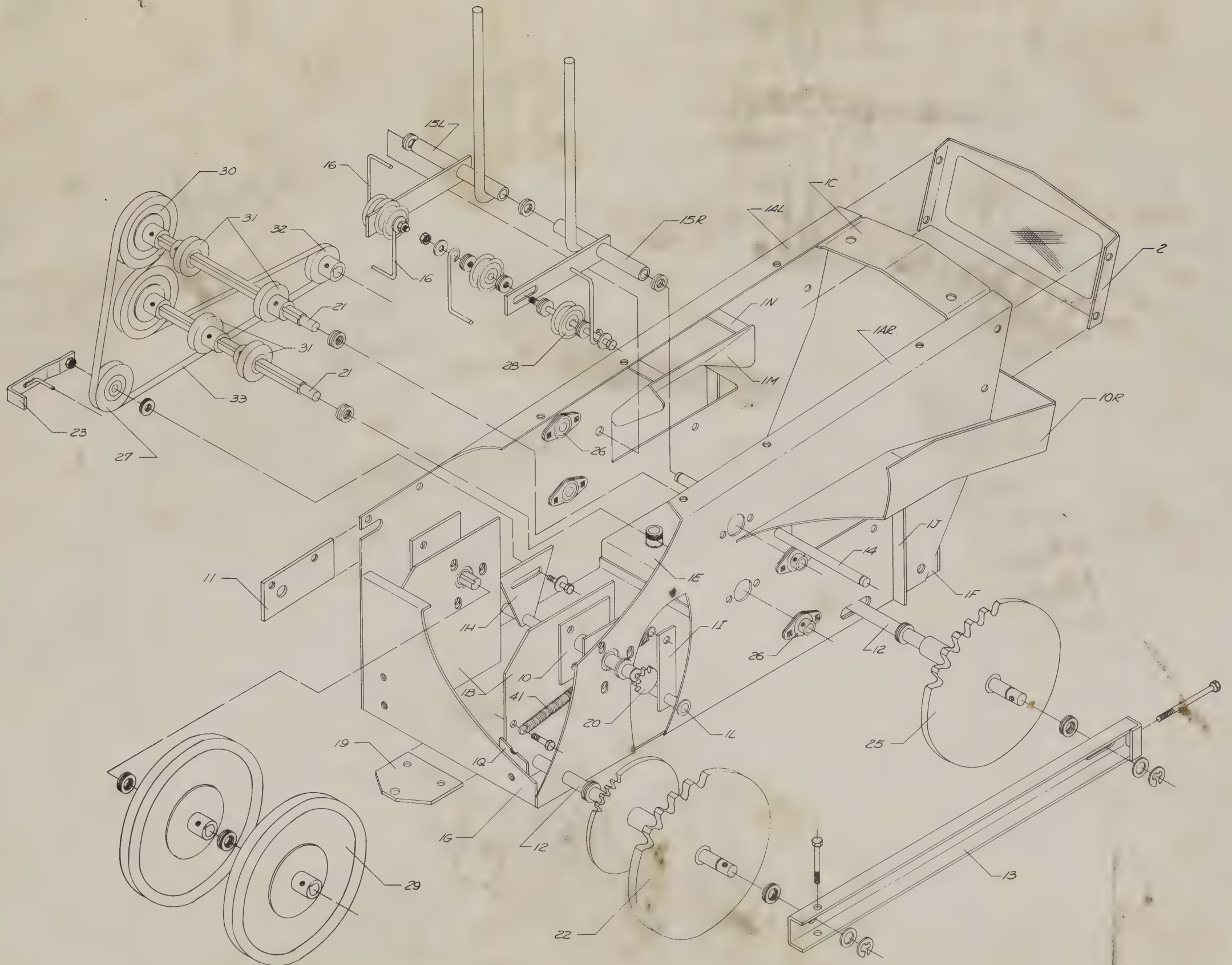
Maintenance:

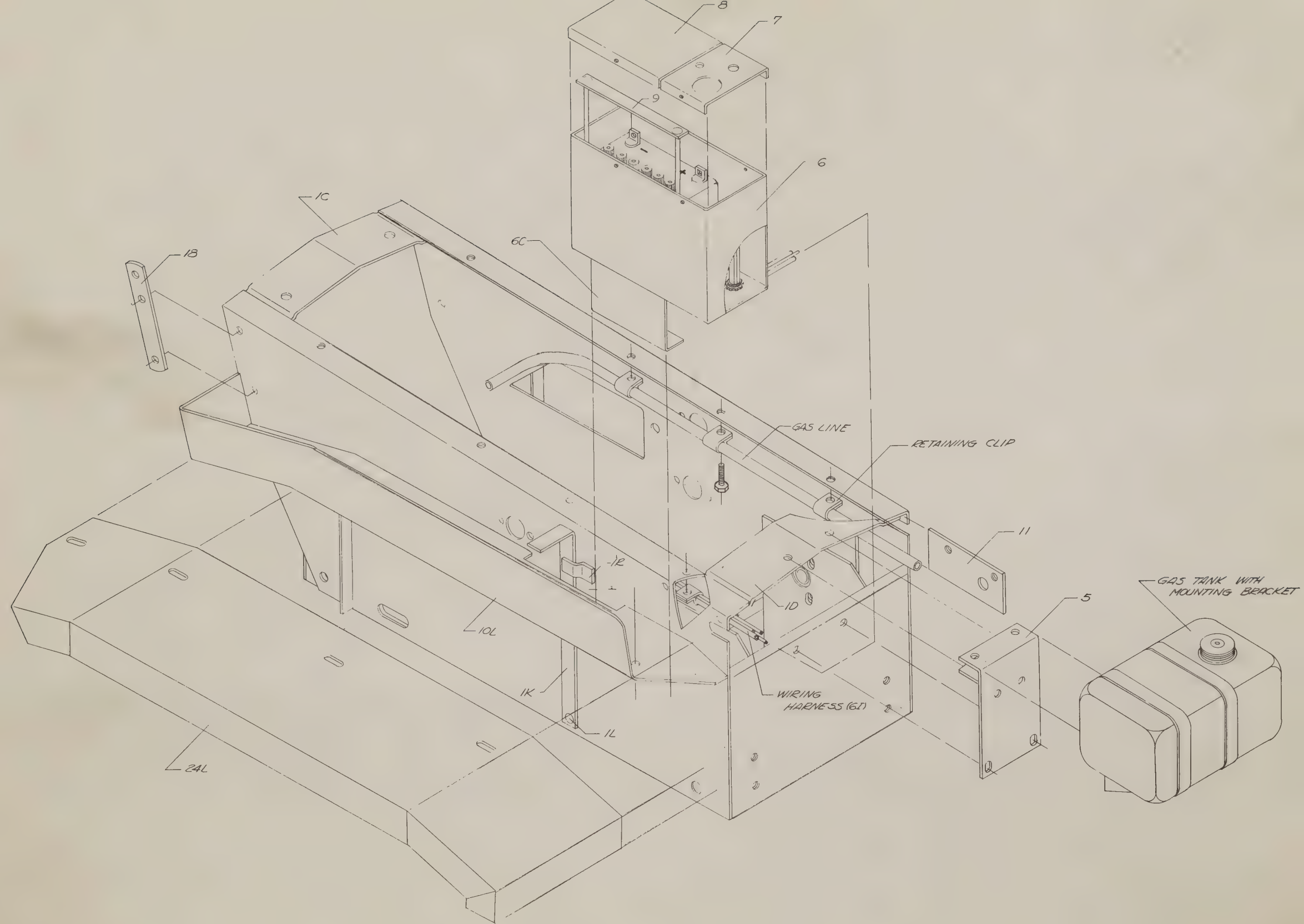
The following items should be checked each time you start your Tractor.

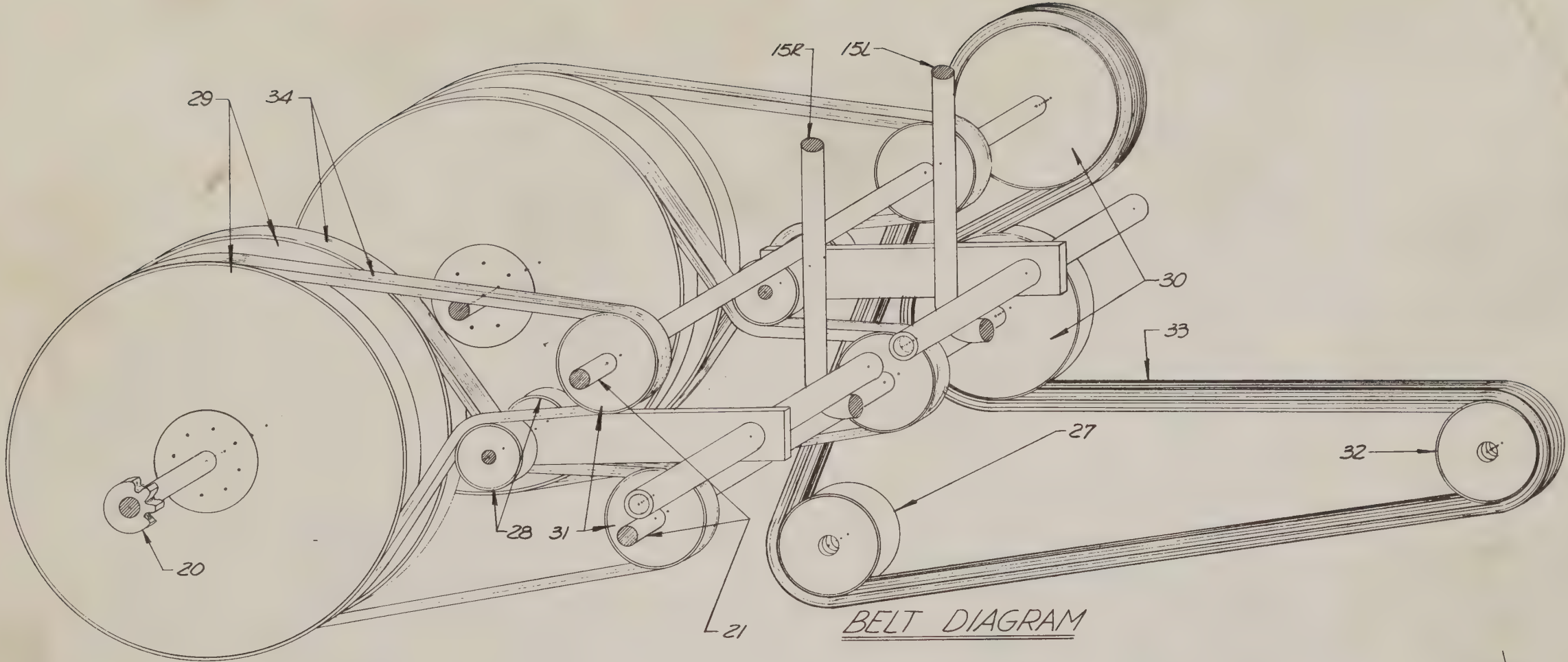
1. Gas and Oil should be full and clean - check for any leakages.
2. Grease all Zerk fittings in #10 Bearings, #22 Rear Drive Wheels and #25 Front Idler Wheels. (When using Tractor in unusually dusty or "gritty" conditions always repeat greasing every 3 hours.)
3. Check #33 Main Drive Belt and #34 Clutch Belts for undue wear or fraying - a sign of possible misaligned or improperly adjusted Pulleys or allied components.
4. Check that Wing Nuts on #4 Rear Cover and #3 Hood are tight.
5. Check Track tension: tracks should be allowed to be as loose as working conditions permit. Tighten if "Track-jumping" is a problem or if operating in loose gravel or snow.
6. Check Battery water level every 3 months.
7. Check that #43 Throttle and #44 Choke Controls are able to be operated freely without severe binding.
8. Give a "once over" to the complete Tractor looking for loose or misadjusted parts. Vibration or rattling is always a sign of trouble; hence if these conditions appear stop the Tractor immediately and find out and correct the problem before any further operation of Tractor.

Belt Changing:

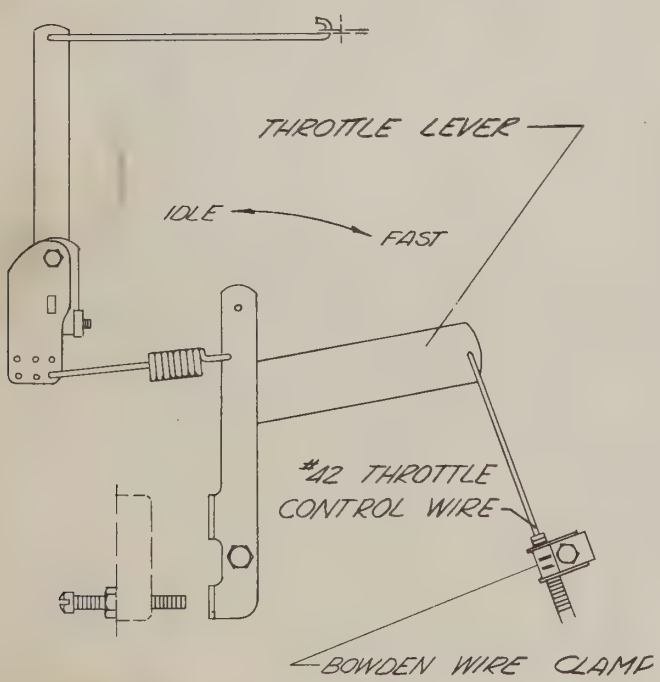
By removing the four 1/4-20 Locknuts holding the two #26 Bearings against the "outside" of #1AR Body Wall (and loosening the set screws in the two remaining #26 Bearings) you will be able to slide both the Upper and Lower #21 Power Shafts to the right which will allow room at left to slip all Belts on and off.



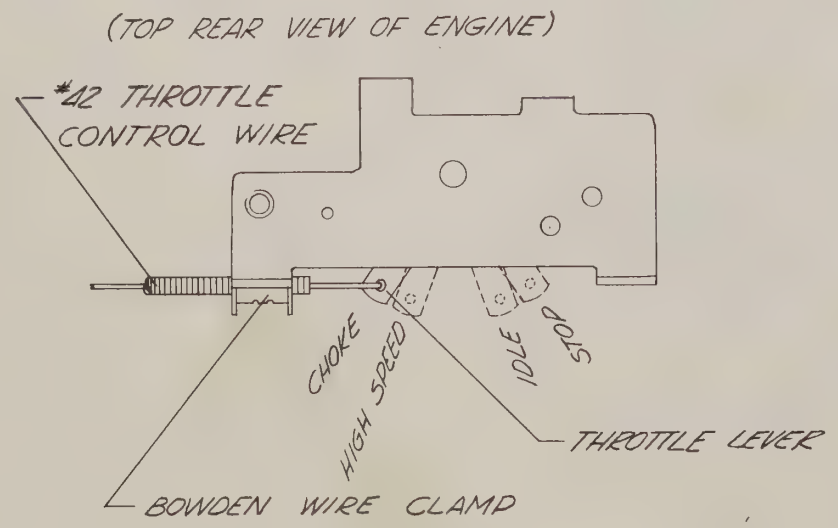




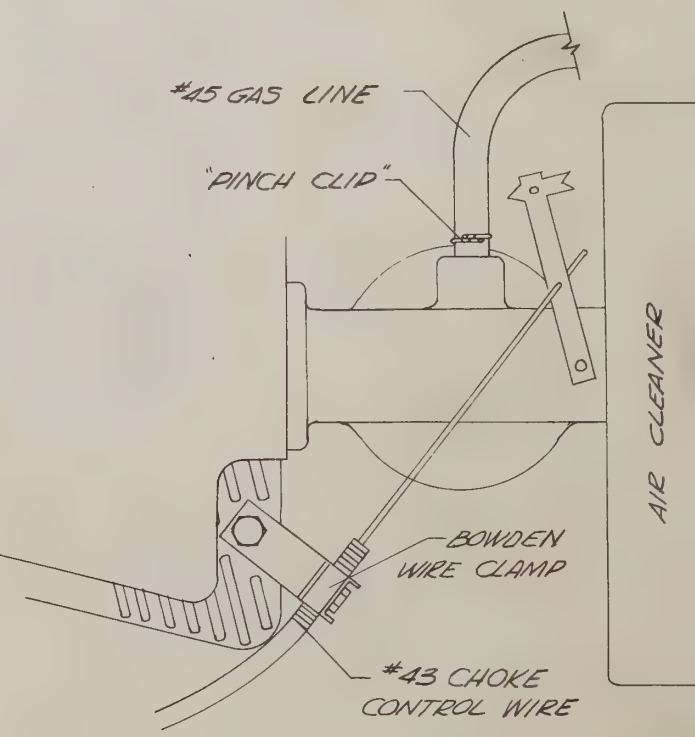
BELT DIAGRAM



12HP THROTTLE CONTROL WIRE

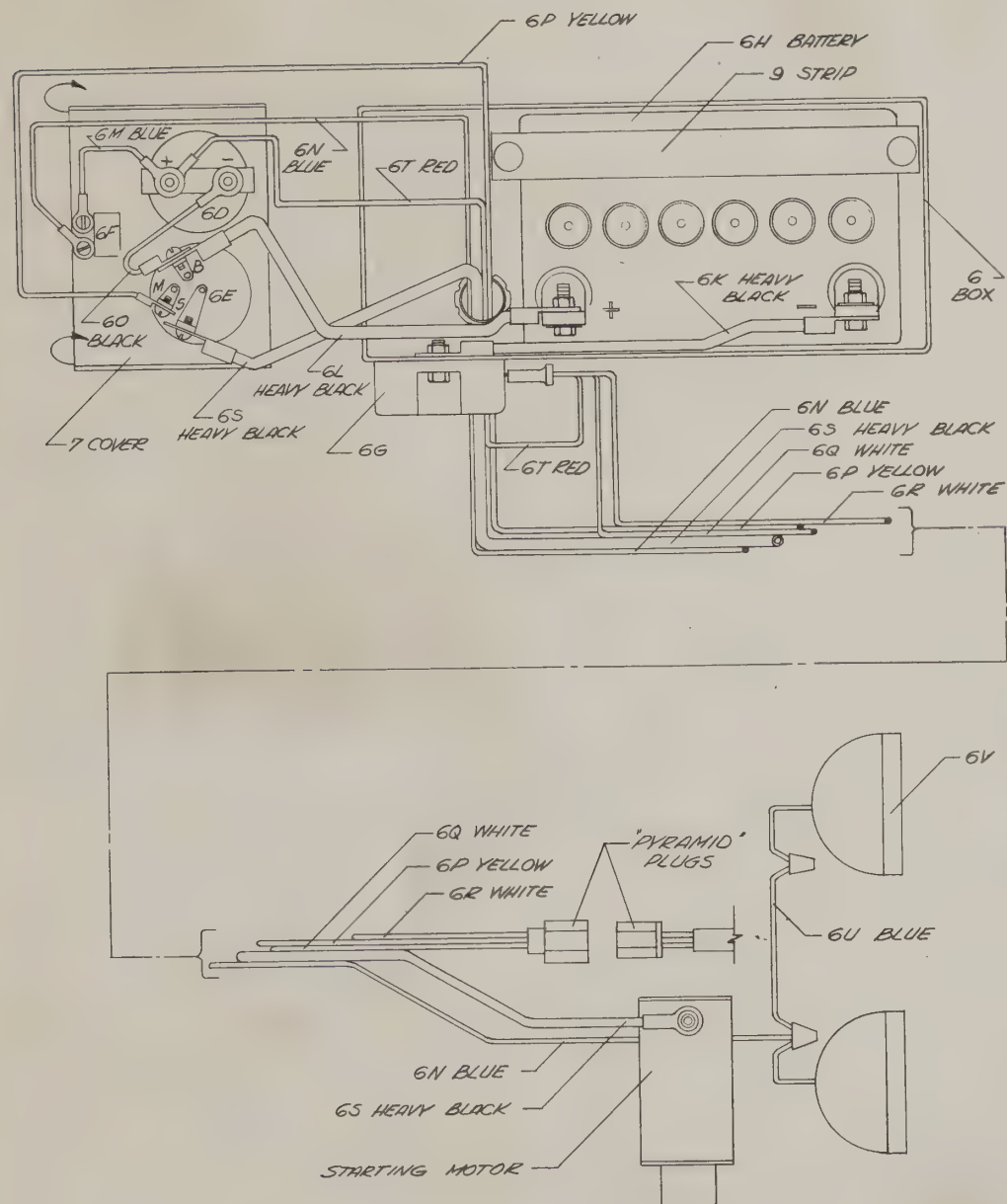


7HP THROTTLE CONTROL WIRE

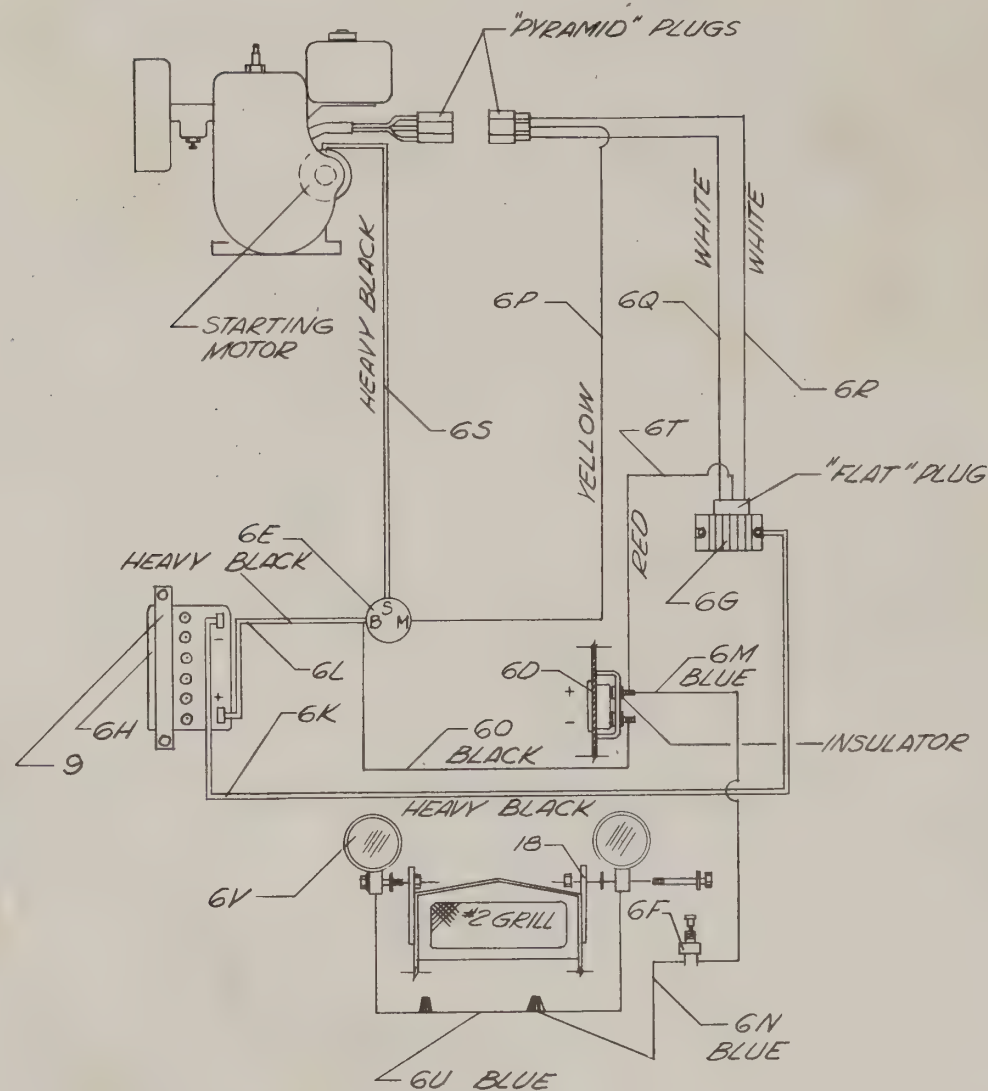


CHOKE CONTROL

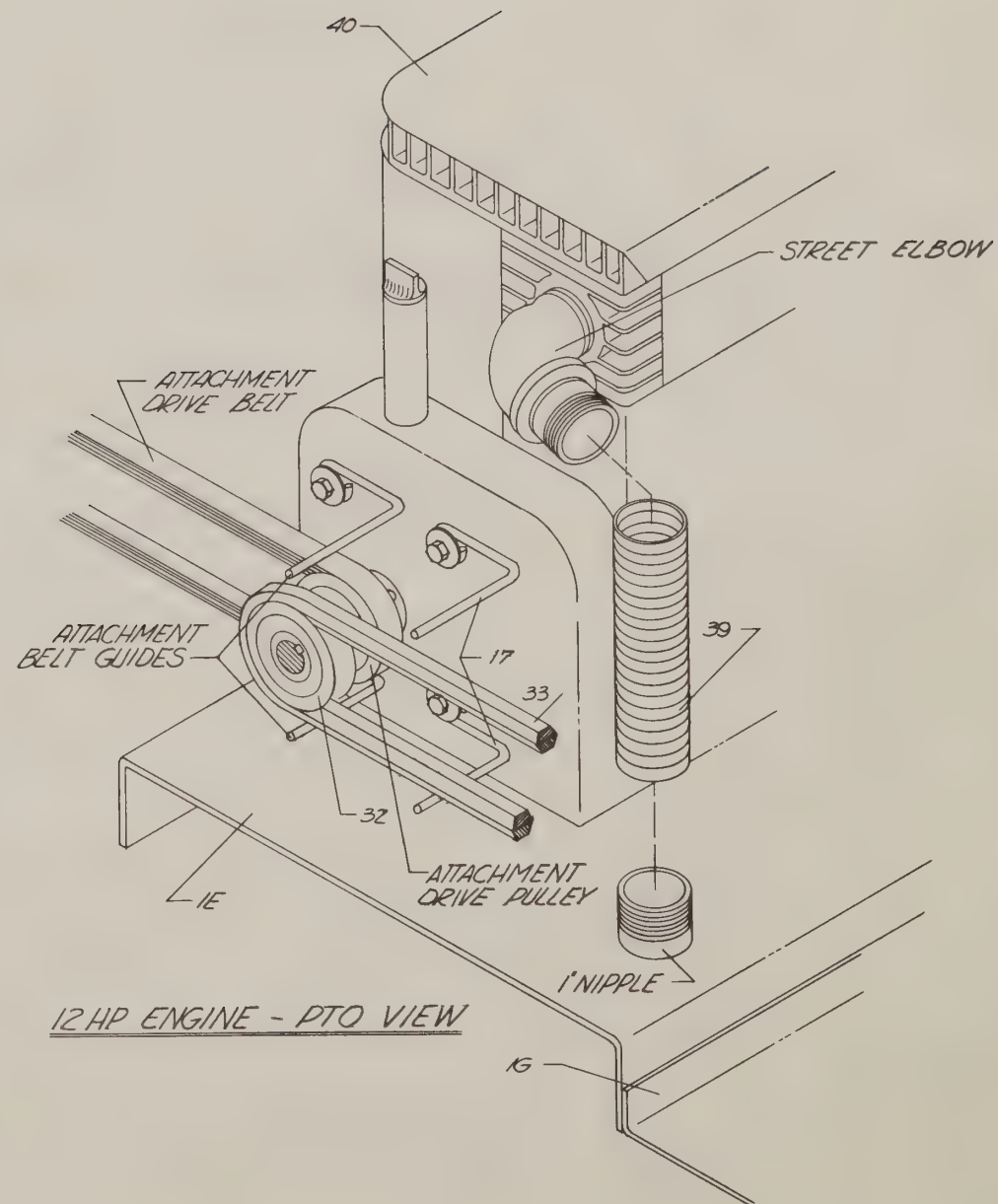
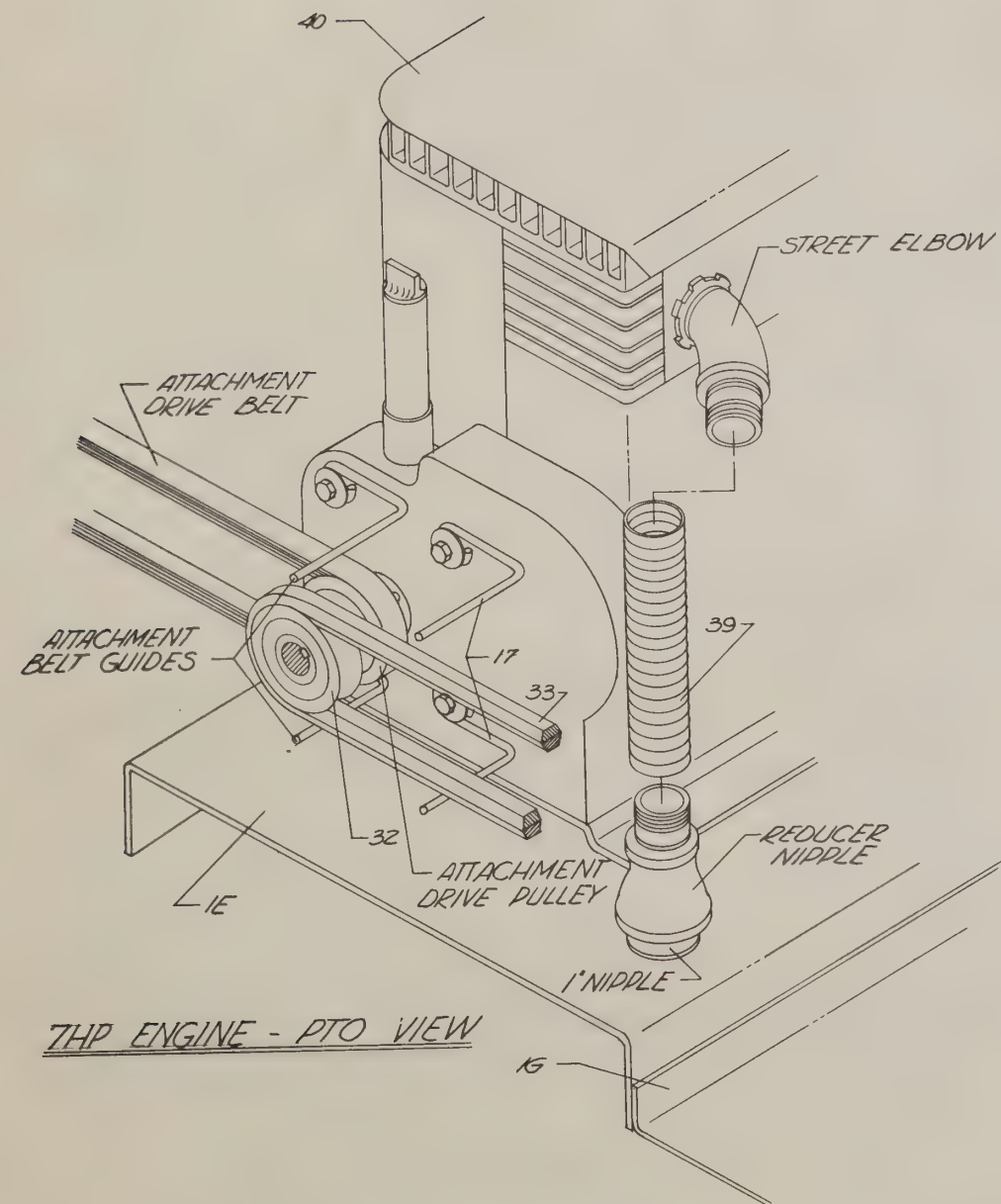
WIRING DIAGRAM

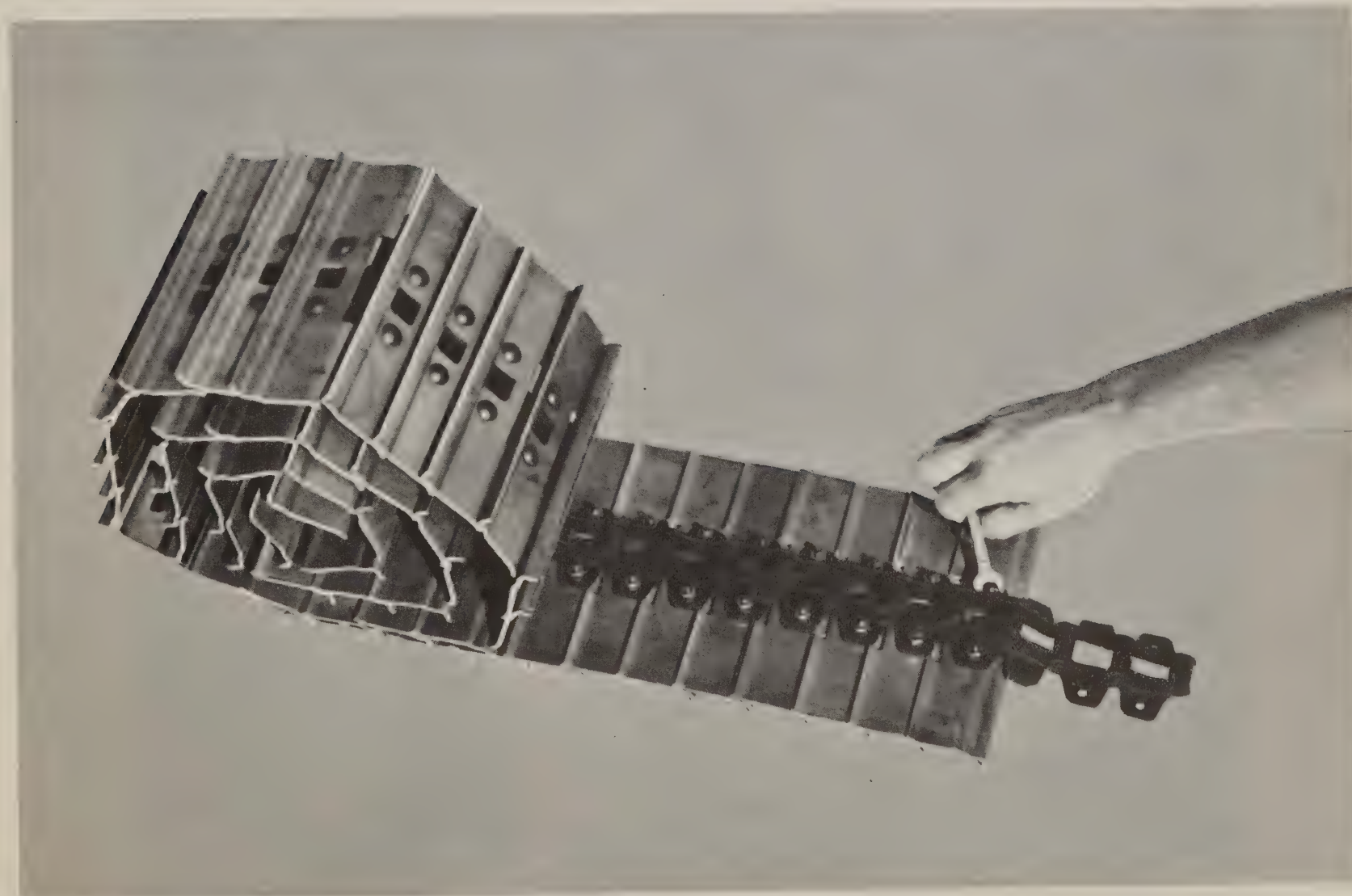
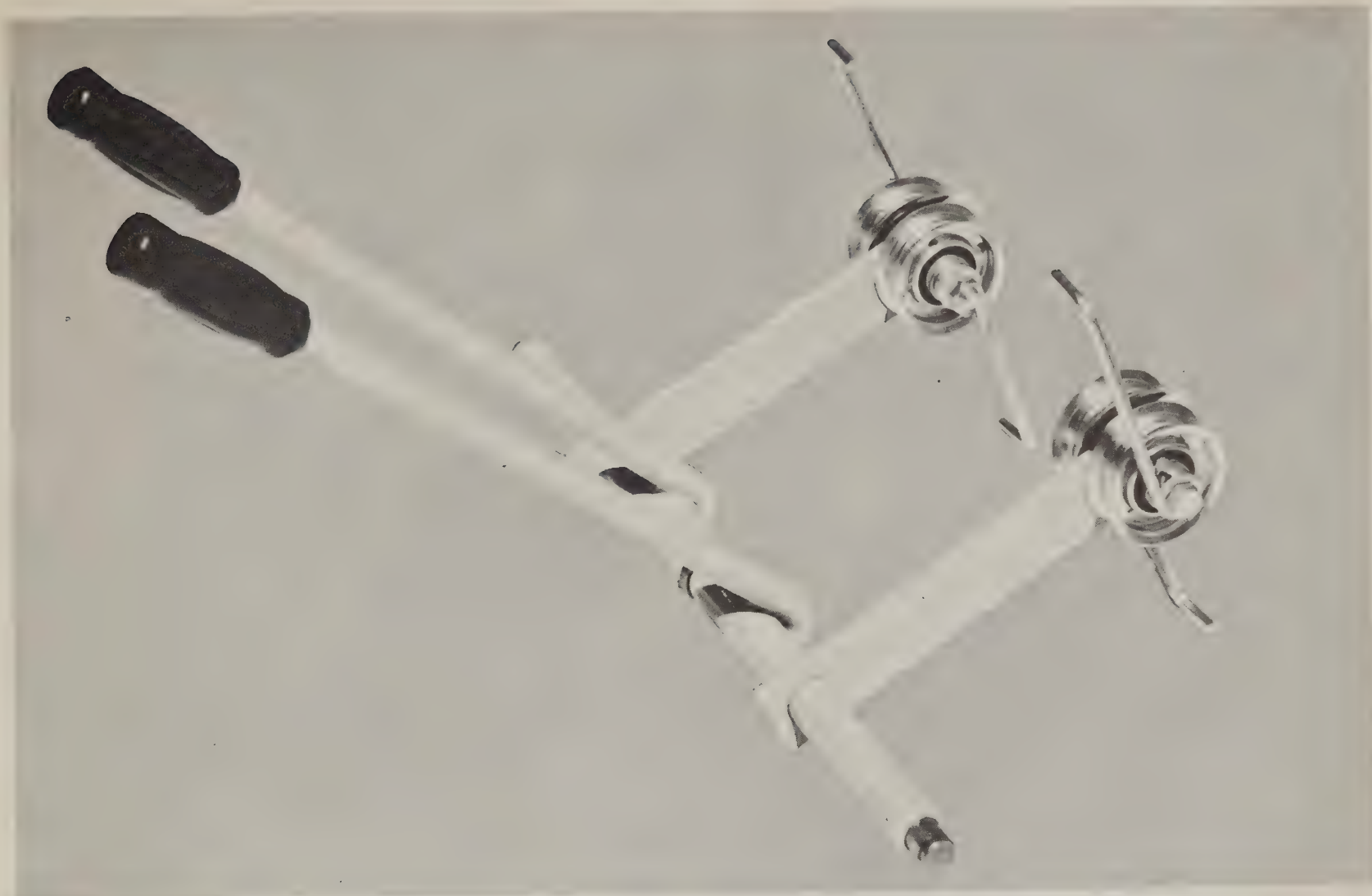


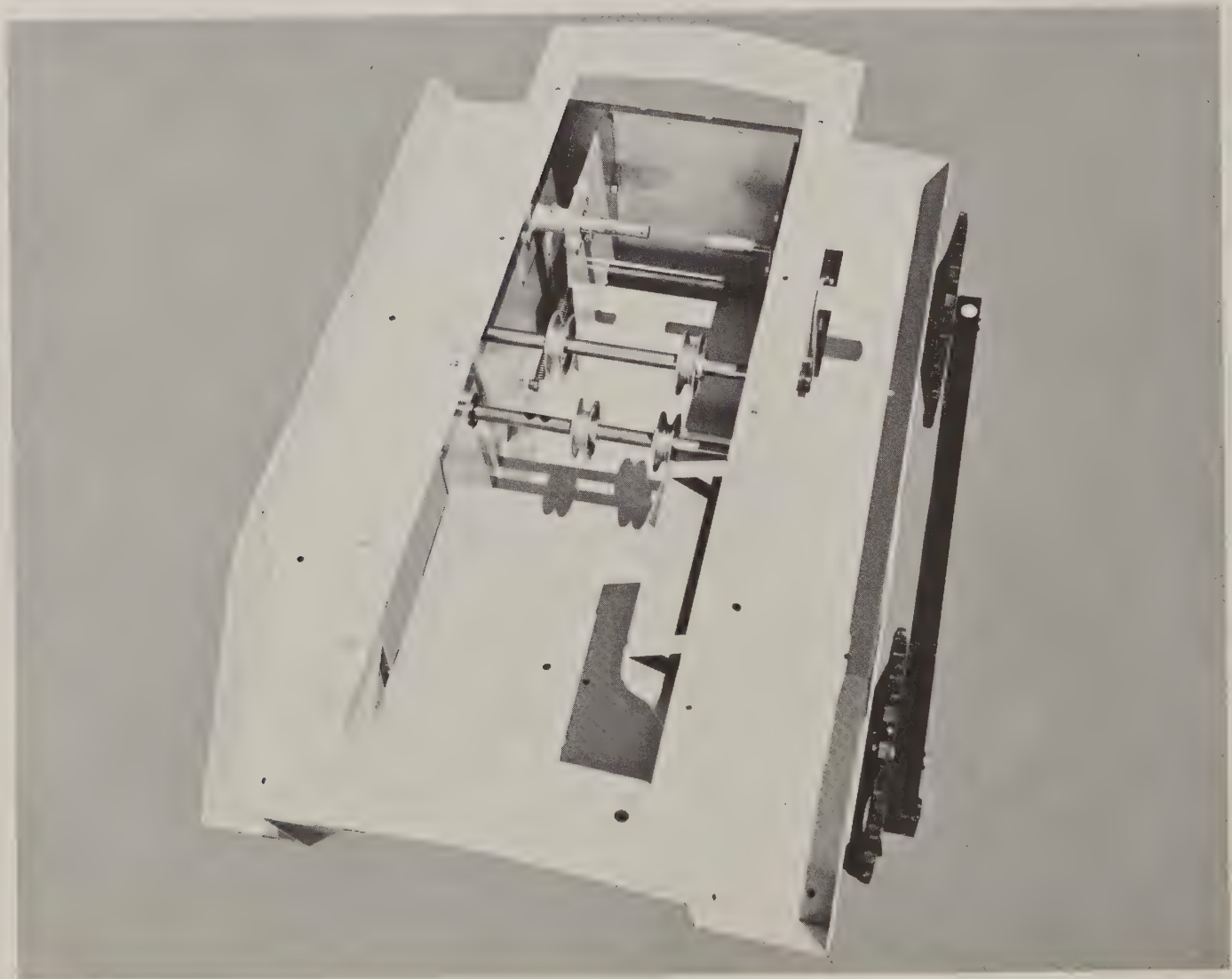
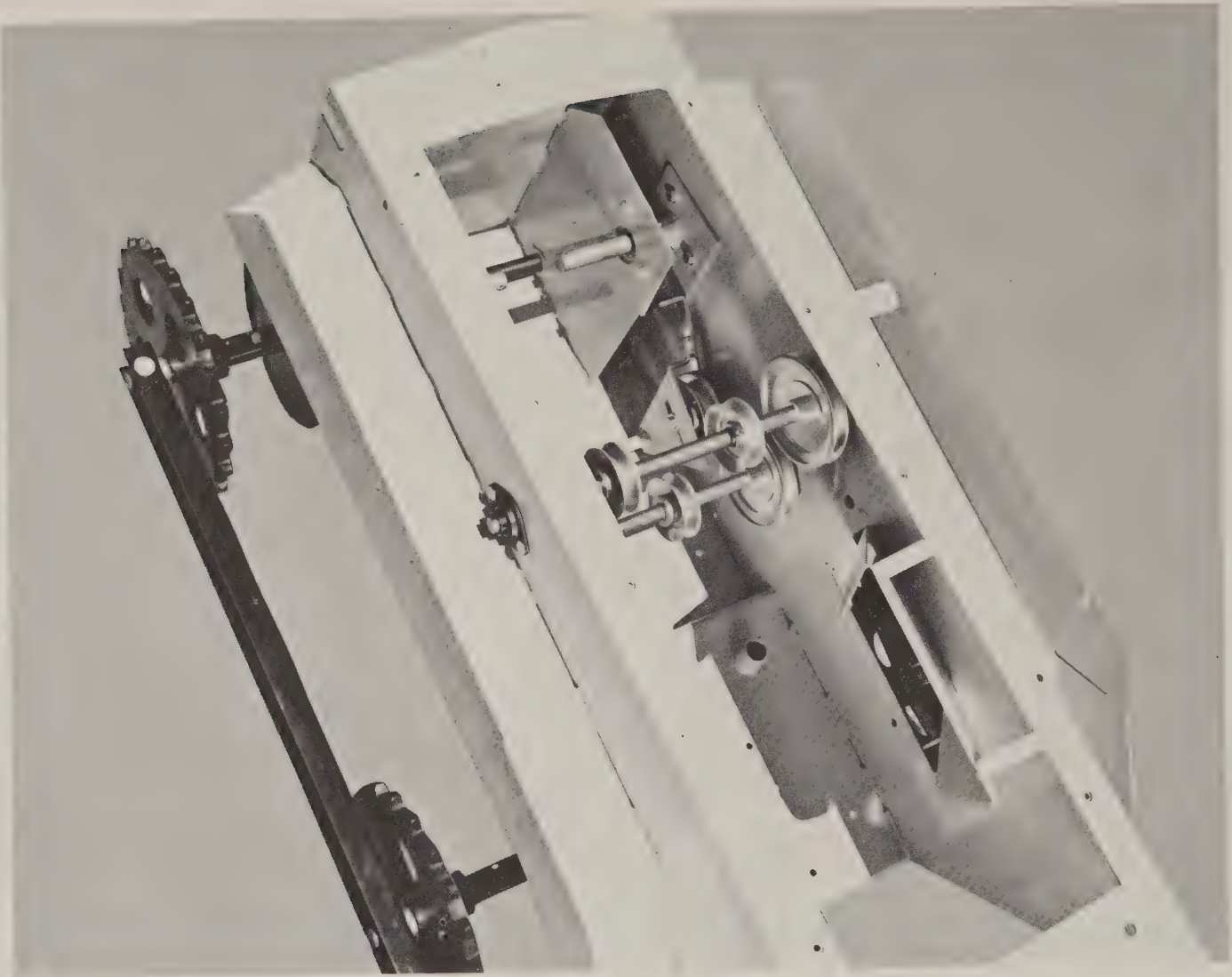
NOTE: *6I WIRING HARNESS MADE UP OF WIRES *6N, 6P, 6Q, 6R, 6S and 6T.

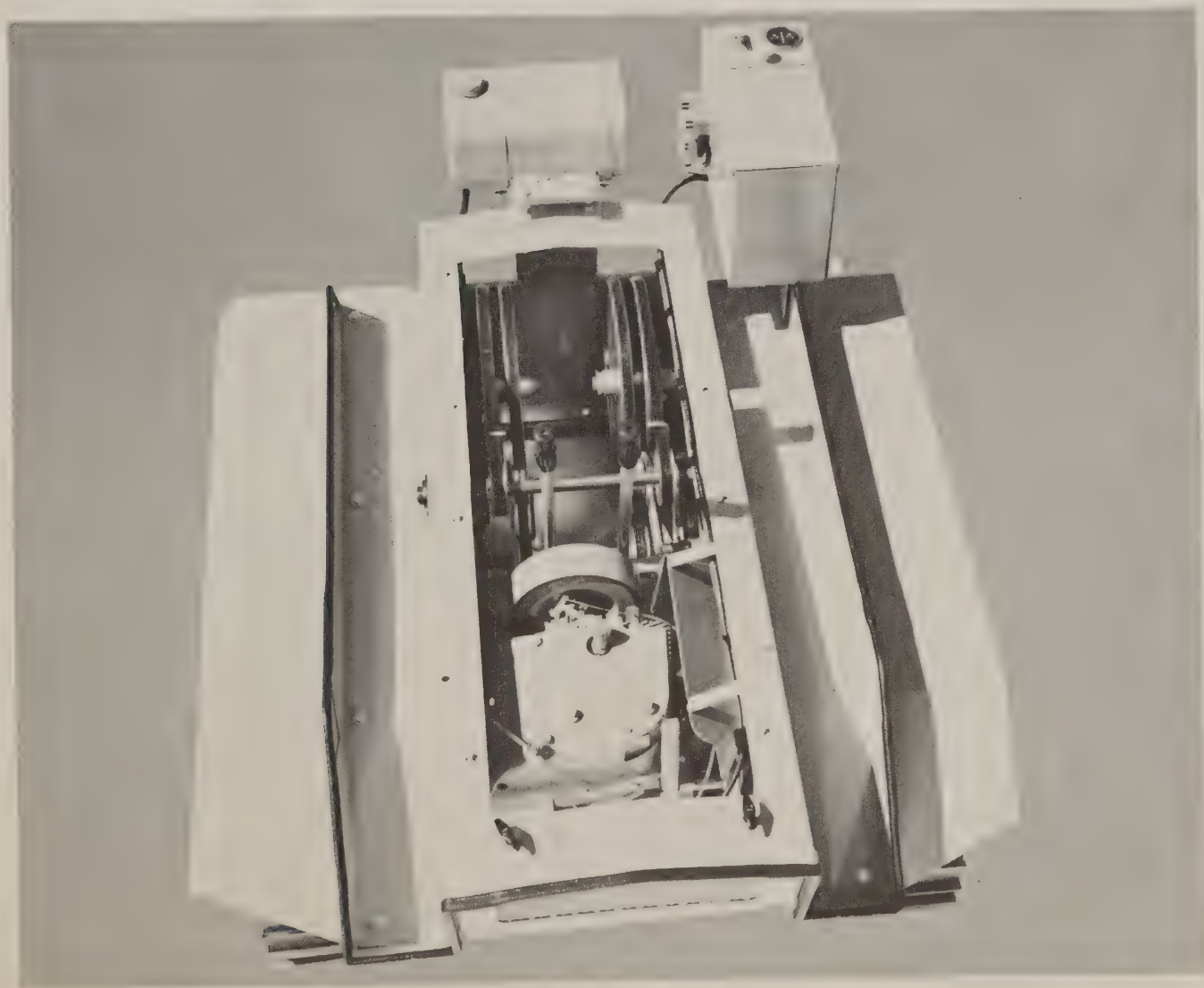
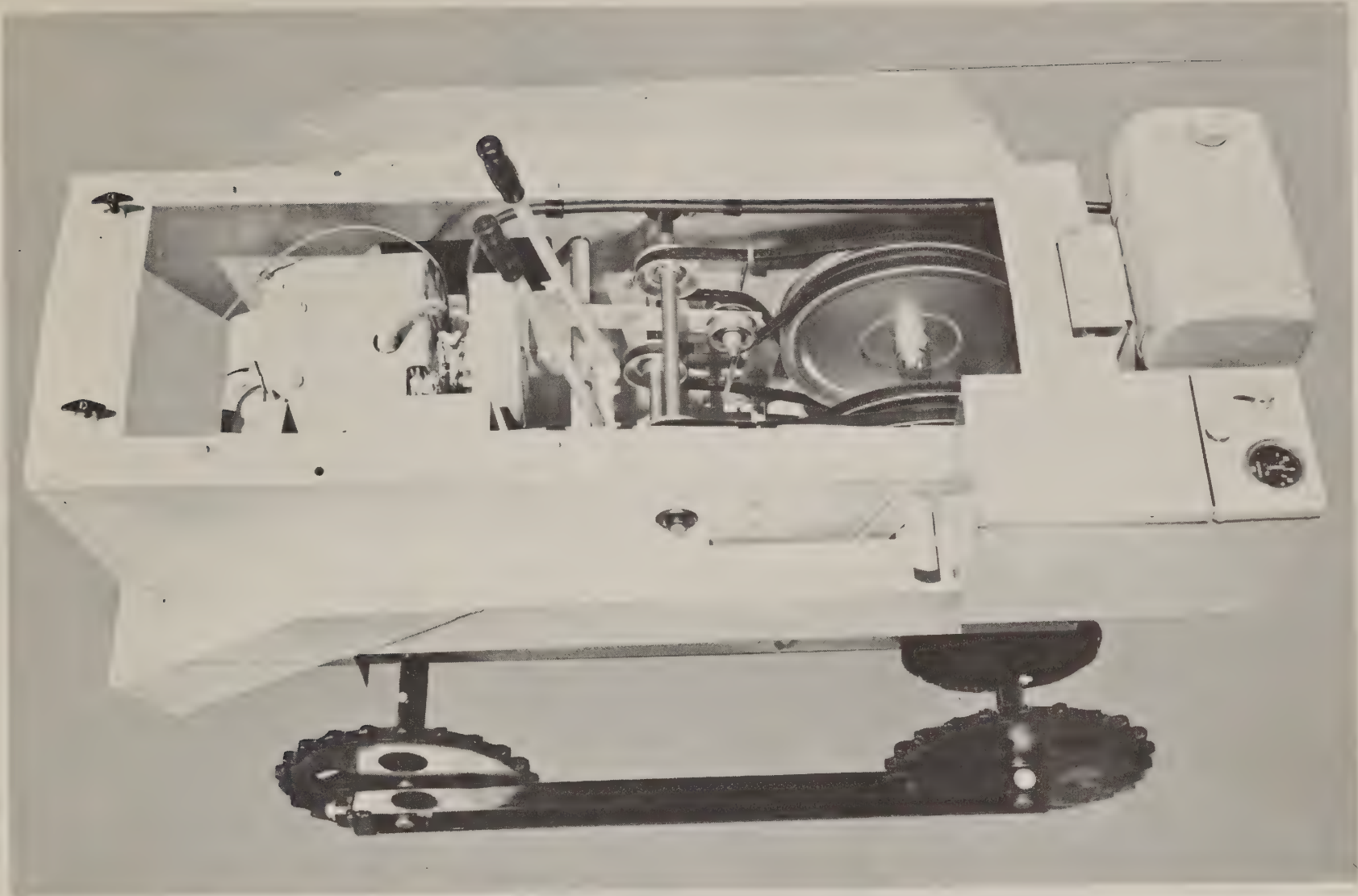


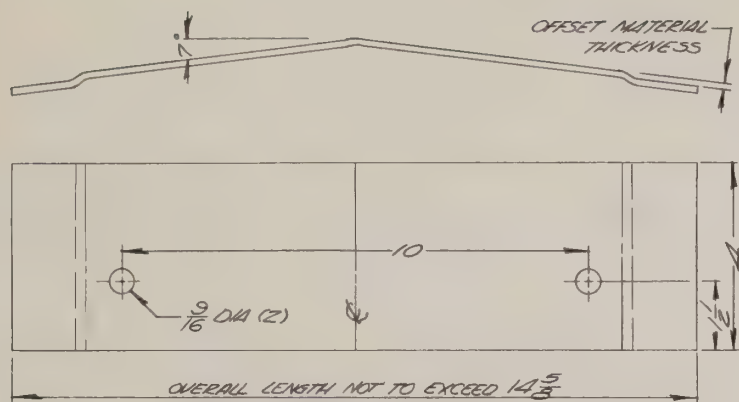
ELECTRIC START CIRCUIT



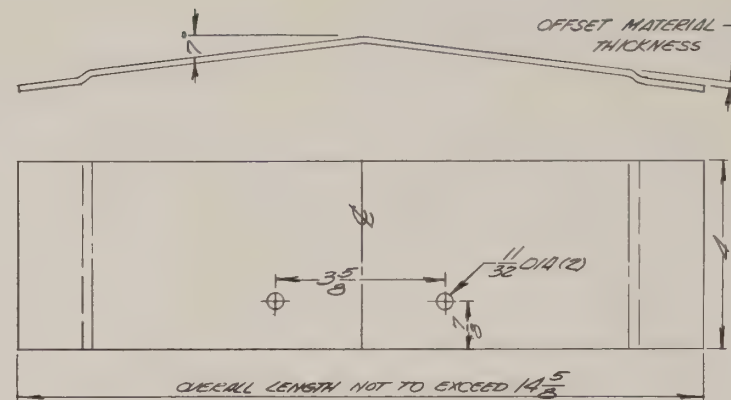




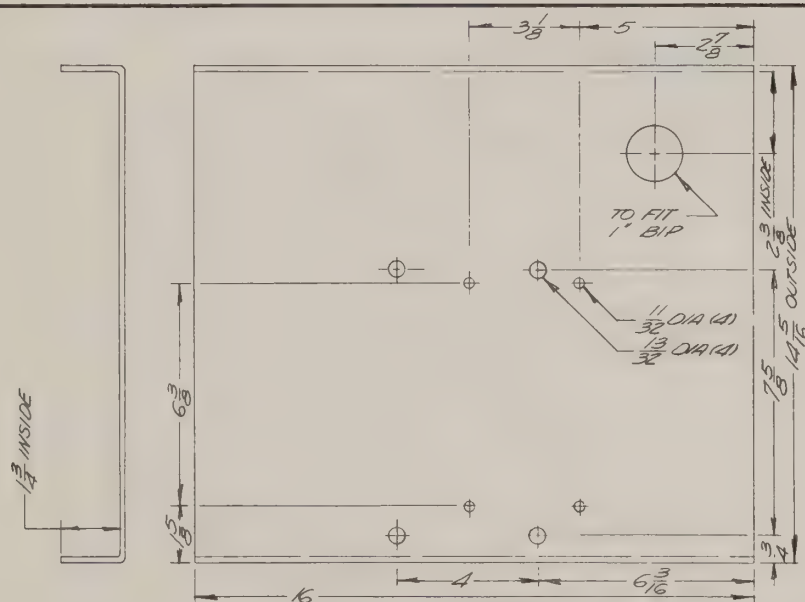




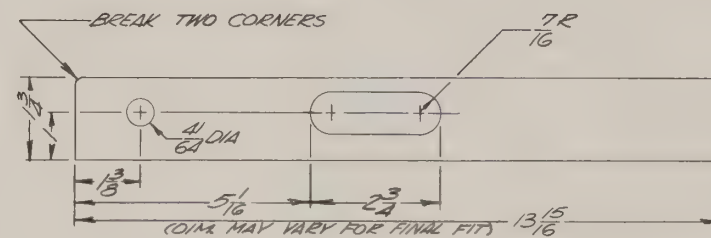
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4			CHK'D	DATE 8-18-71	DRAWING NO
5			TRACED	APP'D	



REVISIONS			MD1200-ID BRACE		
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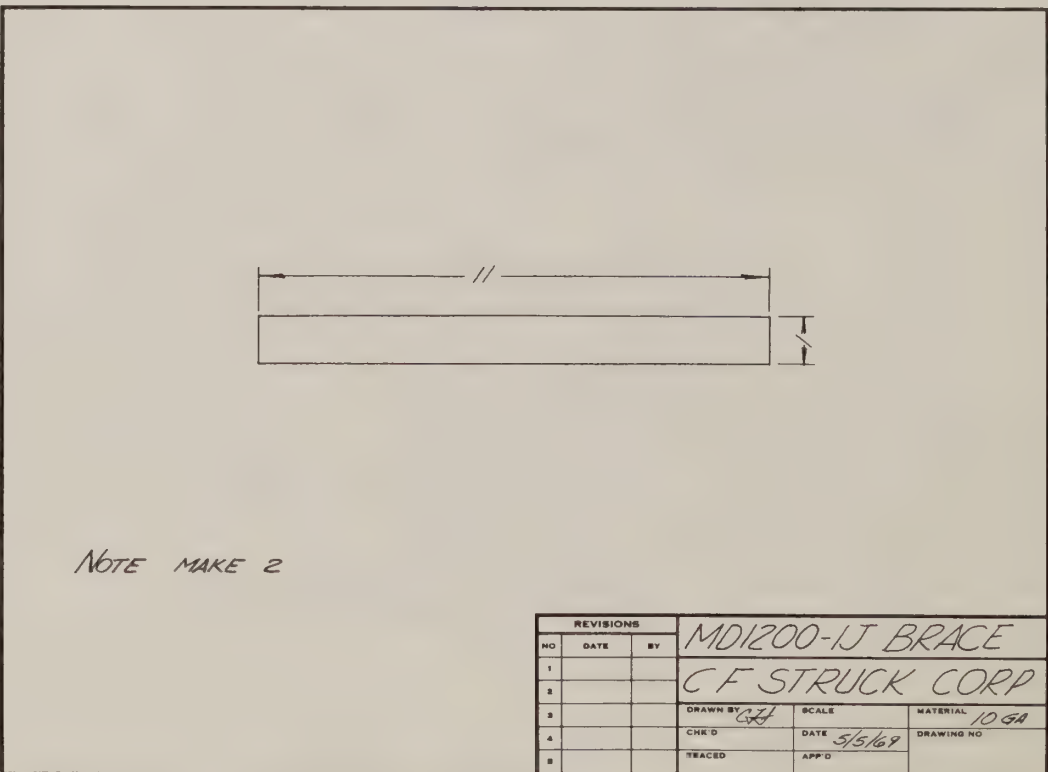
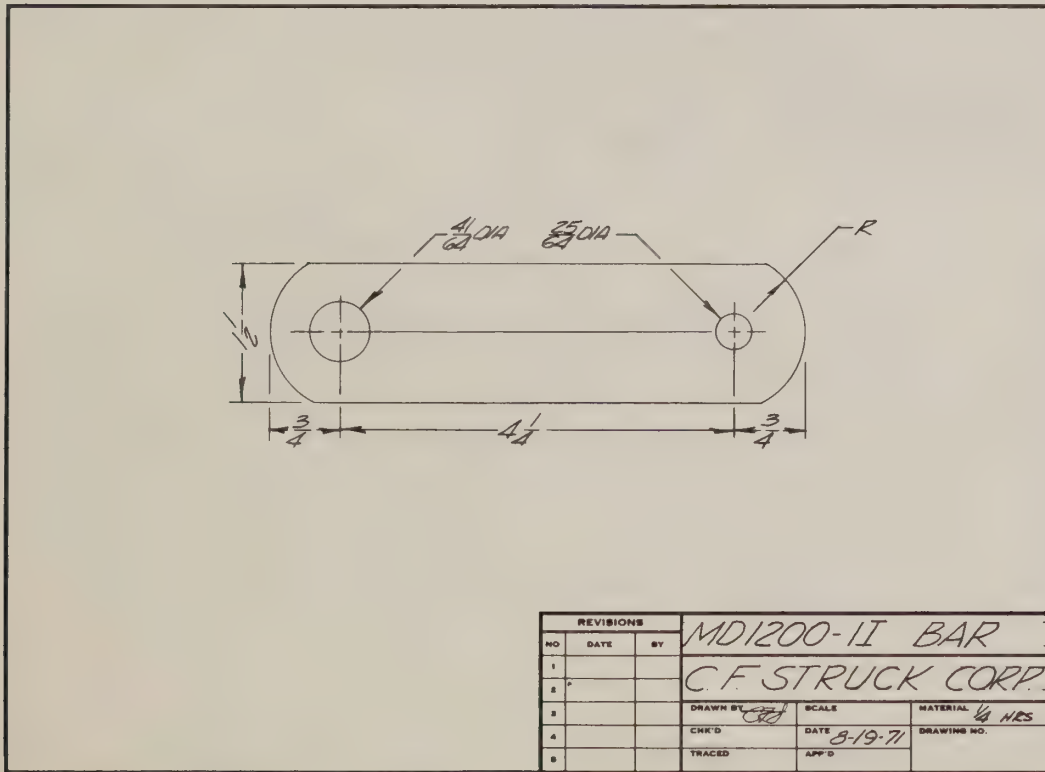
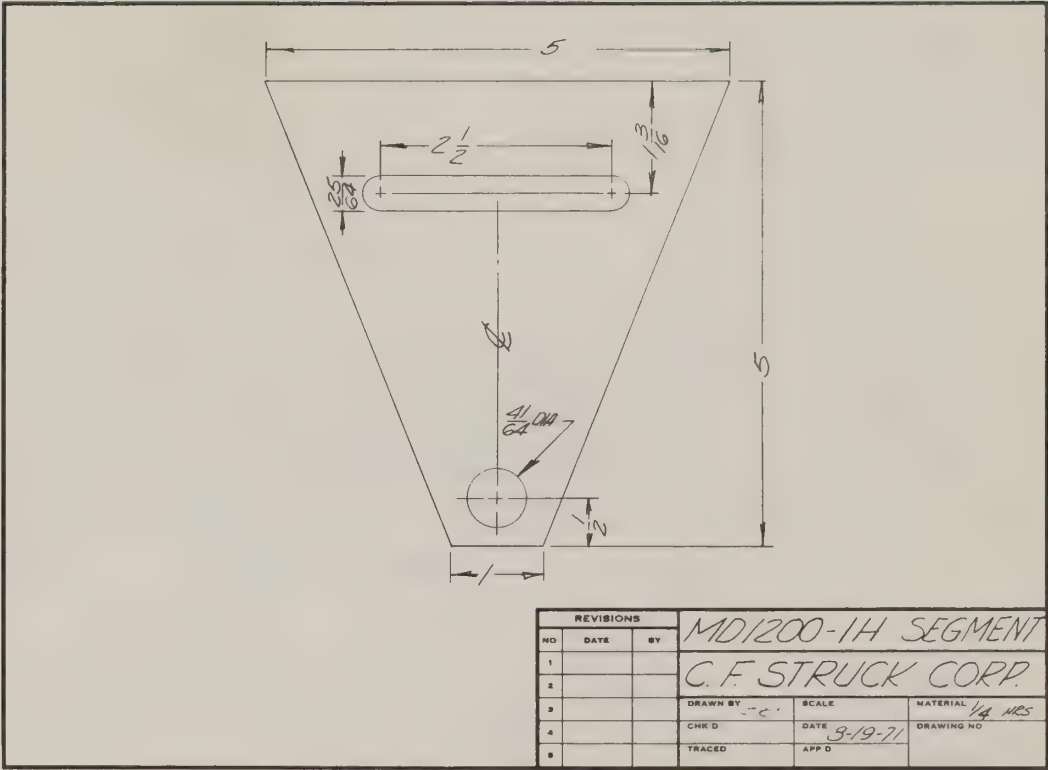


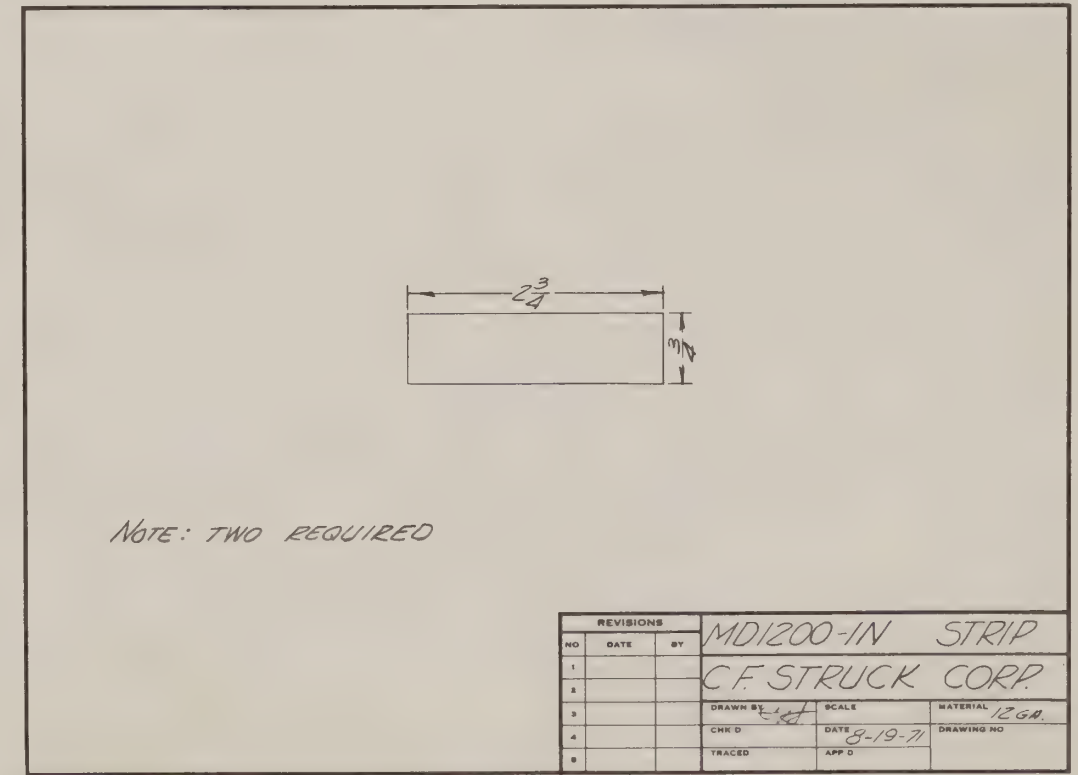
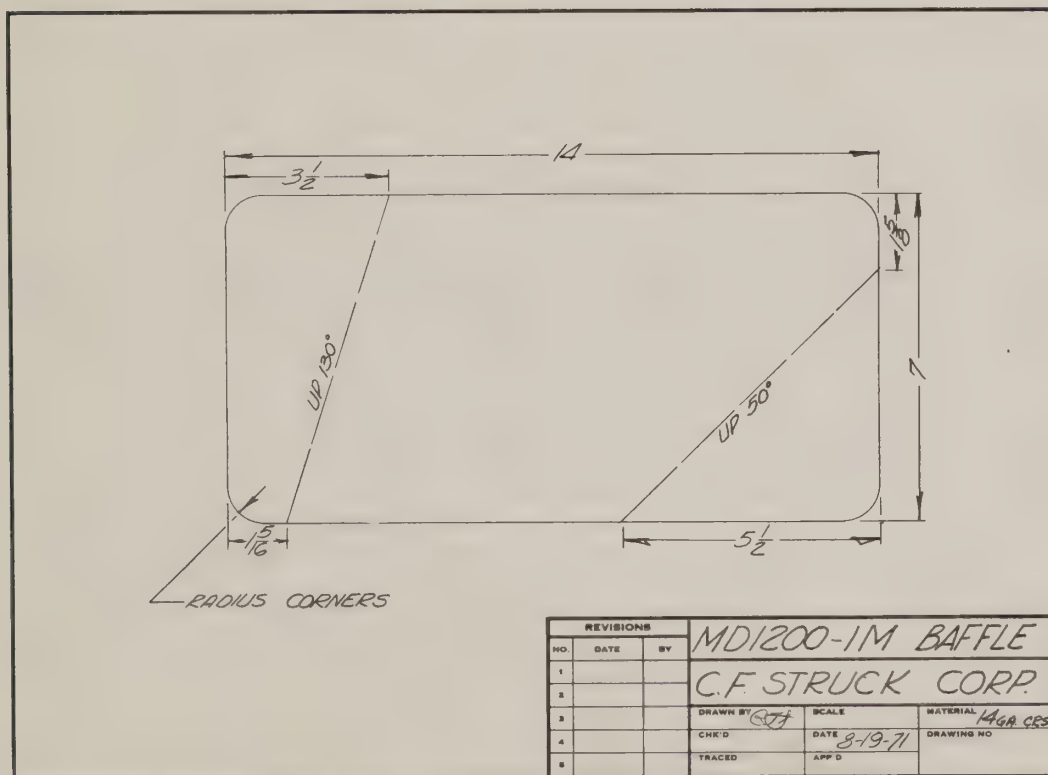
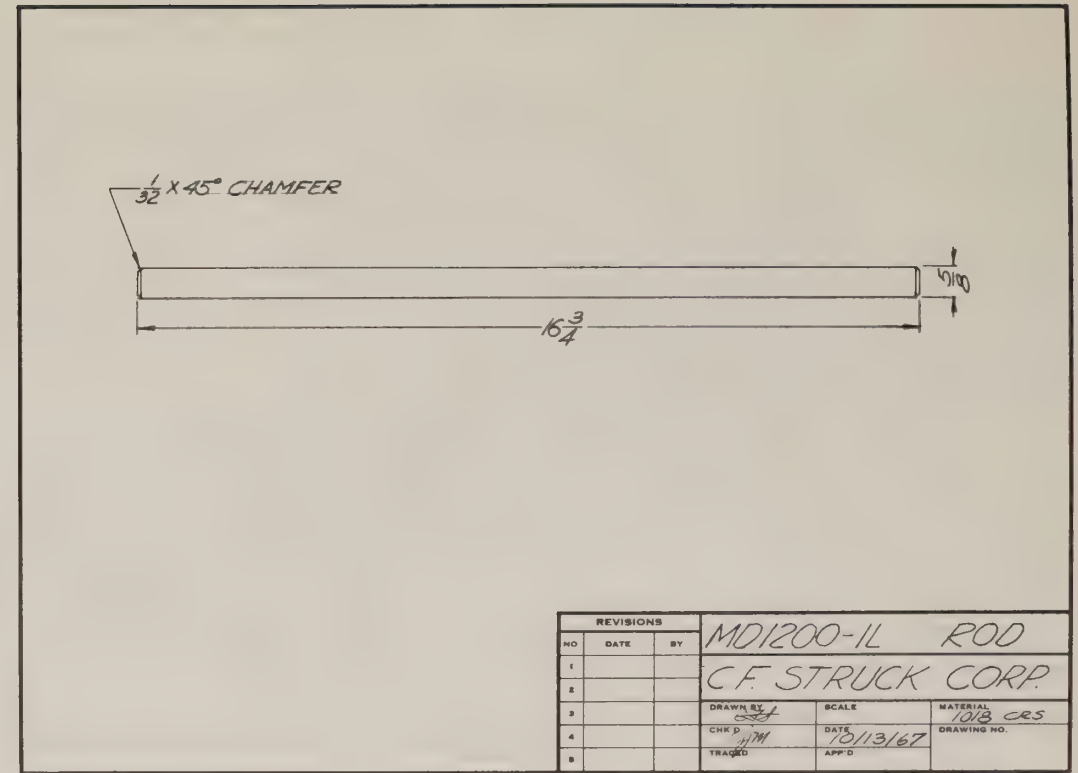
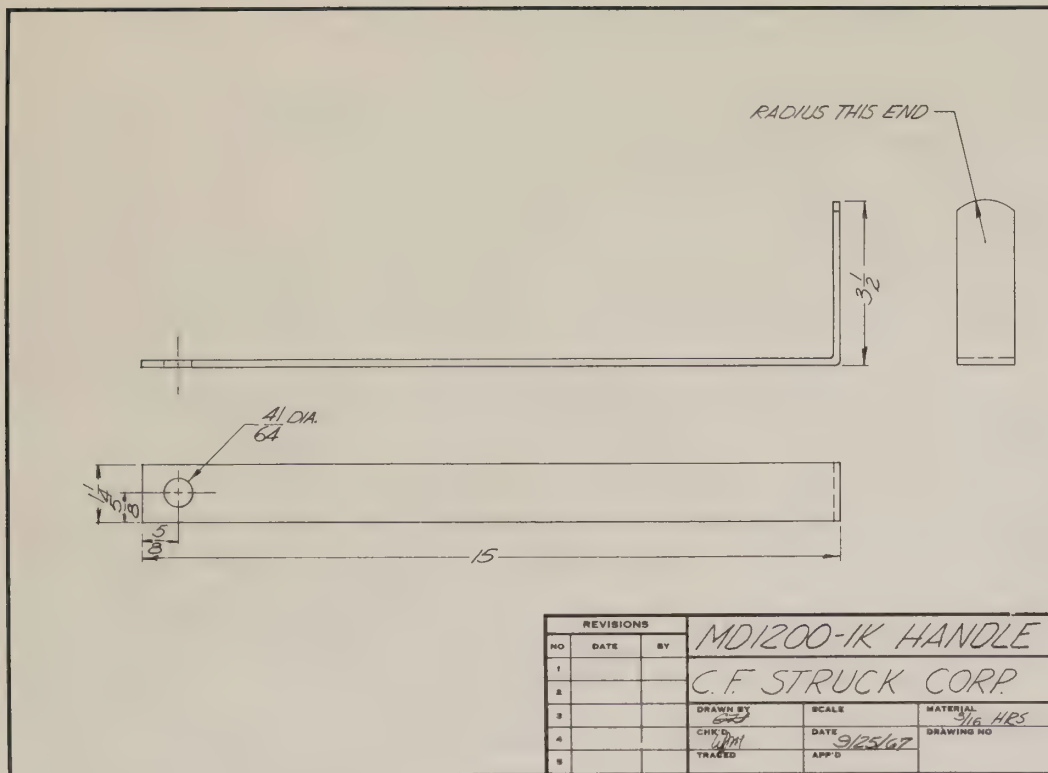
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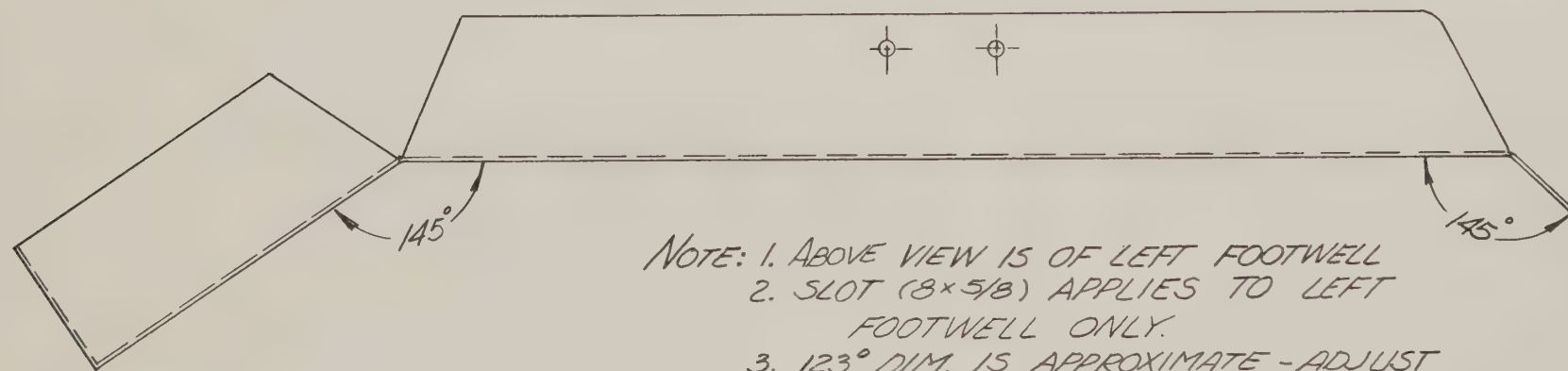
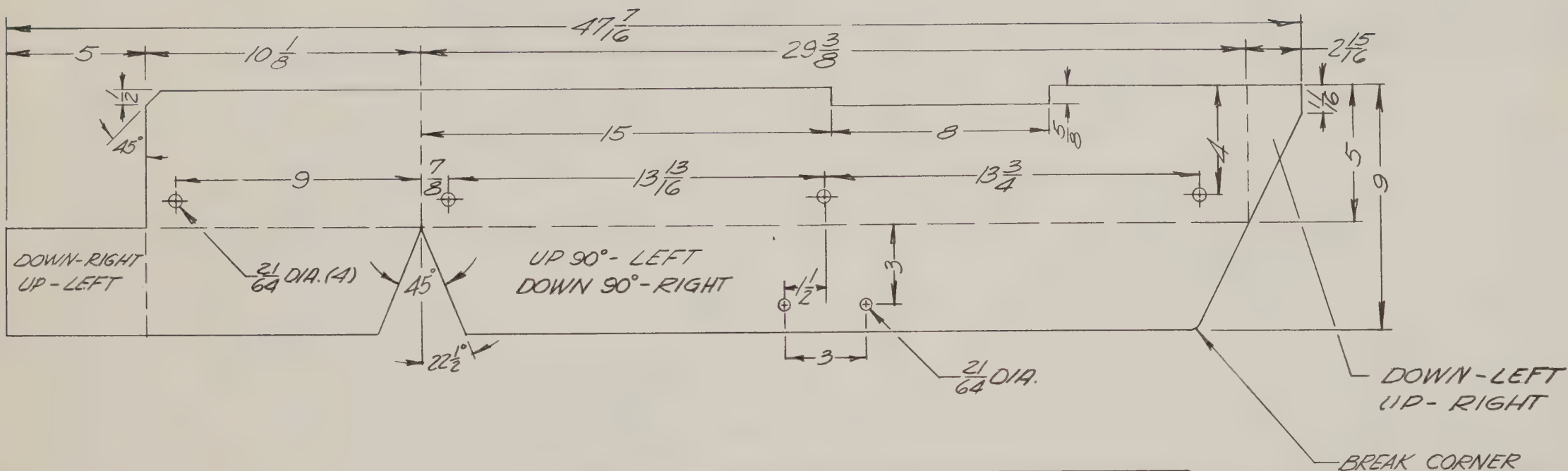


NOTE: FOUR REQUIRED

REVISIONS			MD1200-1F PLATE		
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4			CHK'D	DATE 8-18-71	DRAWING NO
5			TRACED	APP'D	



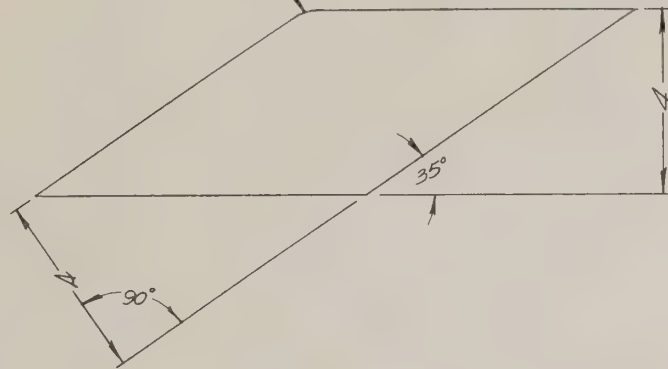




NOTE: 1. ABOVE VIEW IS OF LEFT FOOTWELL
 2. SLOT ($8 \times \frac{5}{16}$) APPLIES TO LEFT FOOTWELL ONLY.
 3. 123° DIM. IS APPROXIMATE - ADJUST TO KEEP FOOTWELL $11\frac{5}{8}$ ABOVE LOWER EDGE OF MD40-1 BODY

MD1200-10 FOOTWELL
 C F STRUCK CORP.
 64 - WPM 5/2/68 126A. CRS

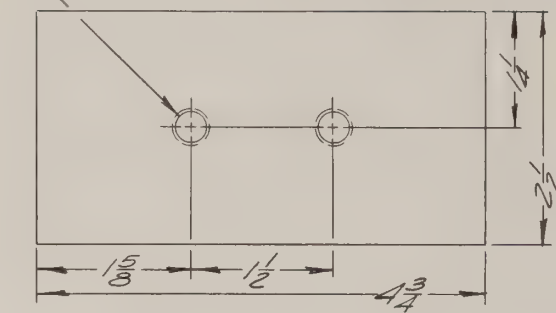
BREAK ONE CORNER



NOTE: TWO REQUIRED

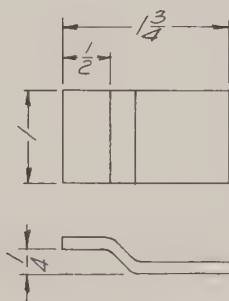
REVISIONS			MD1200-1P PLATE		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY <i>SEA</i>	SCALE	MATERIAL
4			CHK'D <i>SEA</i>	DATE 8-19-71	DRAWING NO.
5			TRACED	APP'D	

$\frac{3}{8}$ - 16 DRILL & TAP

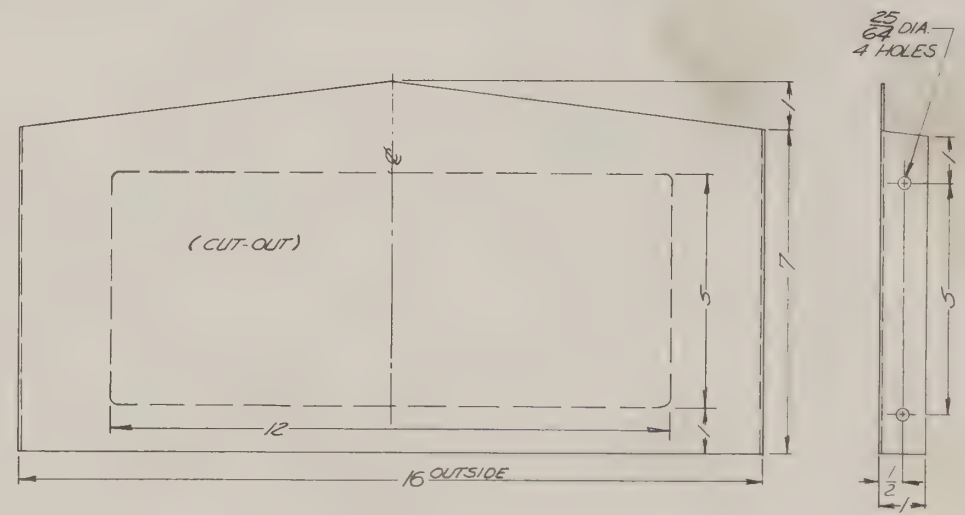


NOTE: TWO REQUIRED

REVISIONS			MD1200-1Q PLATE		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY <i>SEA</i>	SCALE	MATERIAL 1/4 HRS
4			CHK'D <i>SEA</i>	DATE 8-19-71	DRAWING NO.
5			TRACED	APP'D	

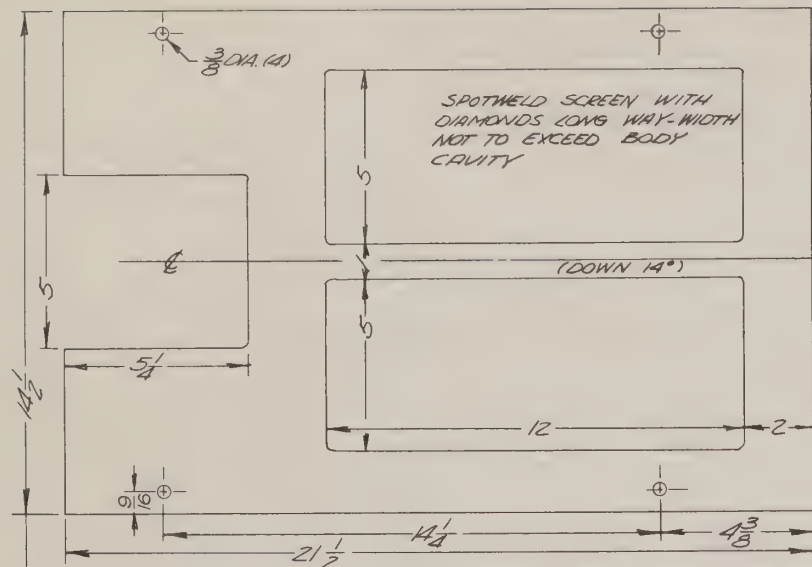


REVISIONS			MD1200-1R CLIP		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY <i>SEA</i>	SCALE	MATERIAL 1/2 GA CES
4			CHK'D <i>SEA</i>	DATE 9/25/67	DRAWING NO.
5			TRACED	APP'D	

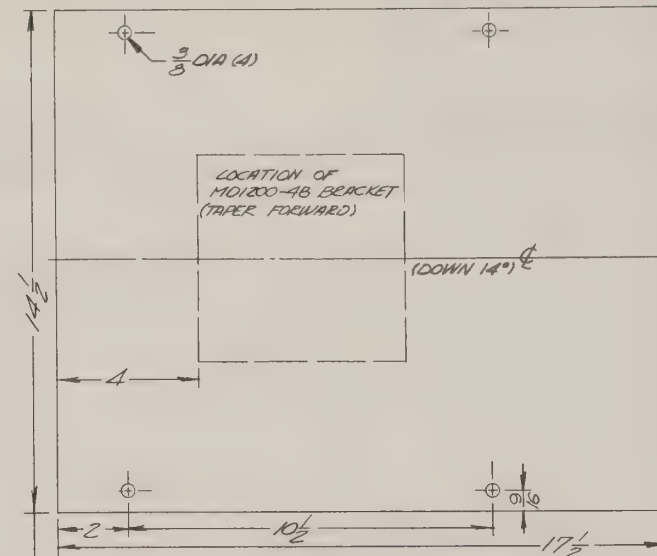


NOTE: ADJUST HOLE LOCATIONS TO COMPENSATE FOR *MD1200-1C BRACE

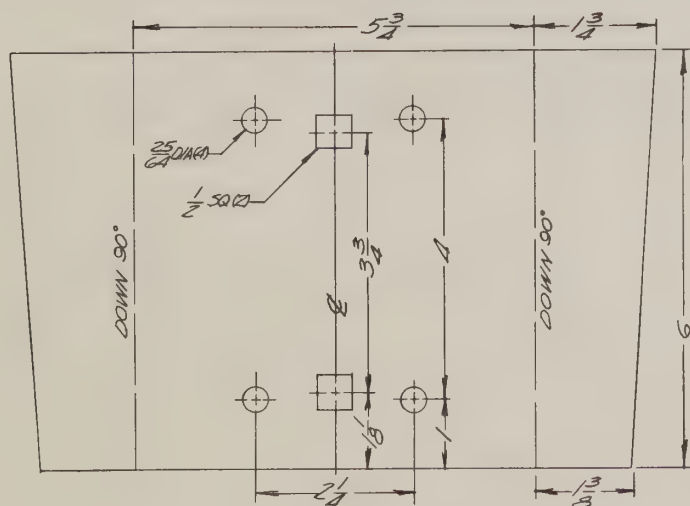
REVISIONS			MD1200-2 GRILL		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY <i>SEA</i>	SCALE	MATERIAL 1/4 GA CES
4			CHK'D <i>SEA</i>	DATE 9/22/67	DRAWING NO.
5			TRACED	APP'D	



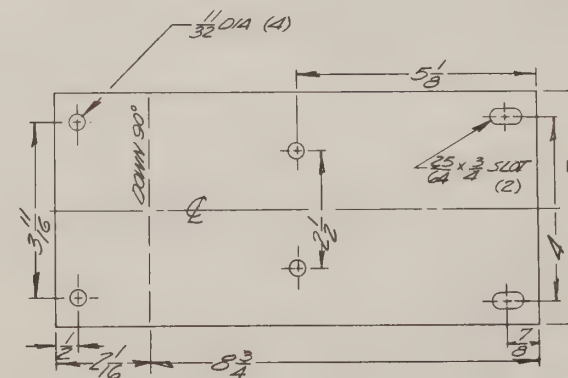
REVISIONS			MD1200-3 HOOD		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE 8-19-71	DRAWING NO.
3			TRACED	APP'D	



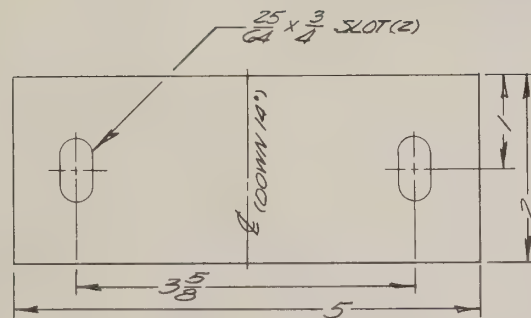
REVISIONS			MD1200-4A COVER		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE 8-19-71	DRAWING NO.
3			TRACED	APP'D	



REVISIONS			MD1200-4B BRACKET		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE 8-19-71	DRAWING NO.
3			TRACED	APP'D	

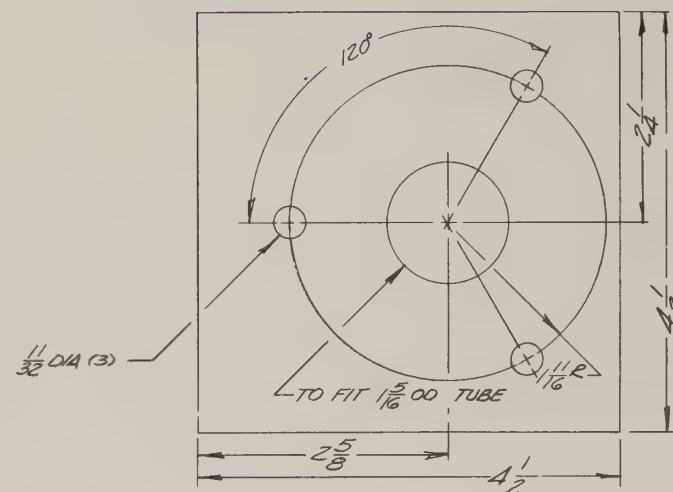


REVISIONS			MD1200-5A BRACKET		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE 8-19-71	DRAWING NO.
3			TRACED	APP'D	



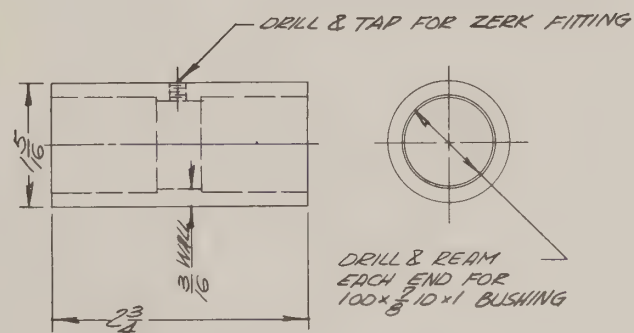
NOTE: WHEN FORMED, MUST FIT 10 ID BRACE

REVISIONS			MD1200-5B GUSSET		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE 8-19-71	1060 OBS
5			TRACED	APP'D	DRAWING NO.



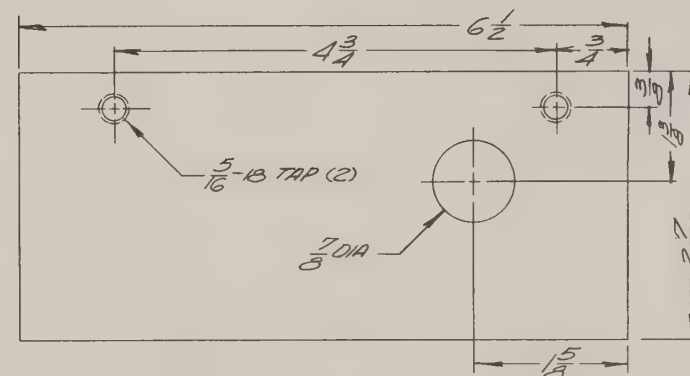
NOTE: FOUR REQUIRED

REVISIONS			MD1200-10A PLATE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE 8-20-71	744
5			TRACED	APP'D	DRAWING NO.



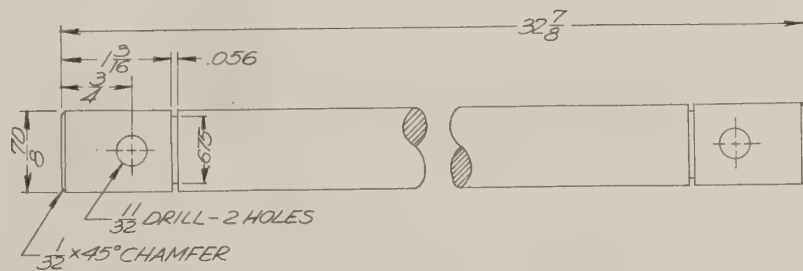
NOTE: TWO REQUIRED

REVISIONS			MD1200-10B TUBE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE 8-20-71	CDRAW
5			TRACED	APP'D	DRAWING NO.



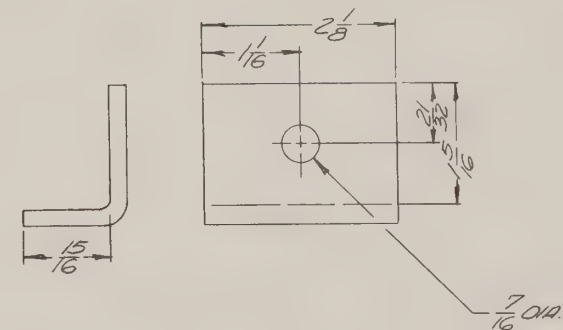
NOTE: 1. TWO REQUIRED
2. MUST FIT 1/4" WALL AFTER FORMING

REVISIONS			MD1200-11 GUSSET		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE 8-20-71	44 HES
5			TRACED	APP'D	DRAWING NO.



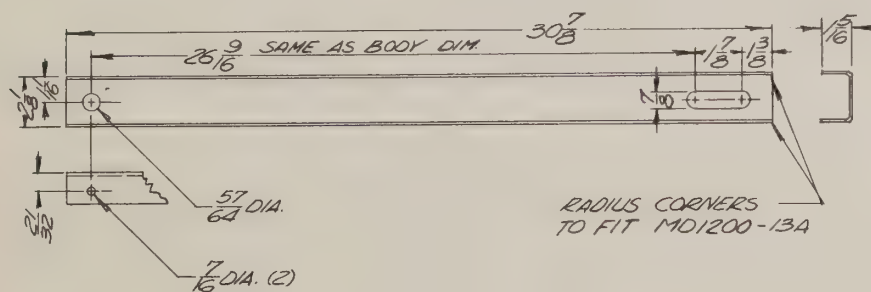
NOTE: TWO REQUIRED

REVISIONS			MD1200-12 AXLE		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE	DRAWING NO
5			TRACED	APP'D	



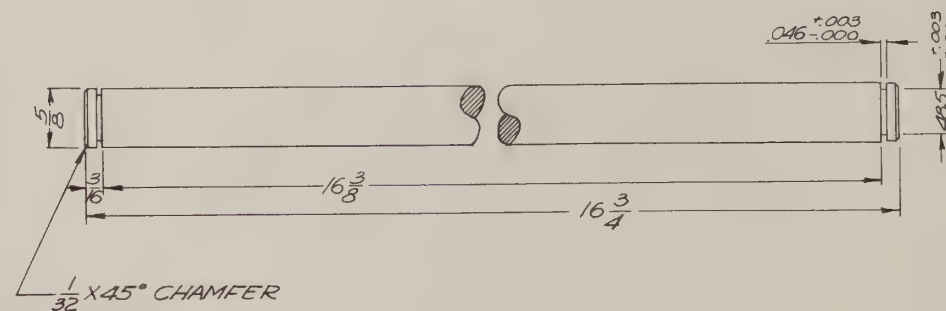
NOTE: TWO REQUIRED

REVISIONS			MD1200-13A PLATE		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE	DRAWING NO
5			TRACED	APP'D	

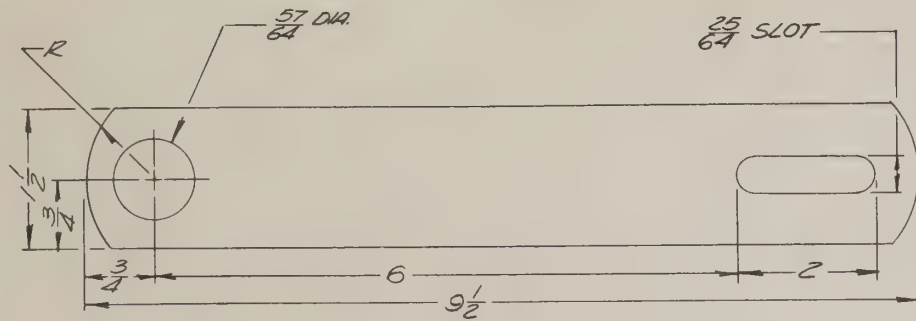


NOTE: TWO REQUIRED

REVISIONS			MD1200-13B EXPANDER		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE	DRAWING NO
5			TRACED	APP'D	

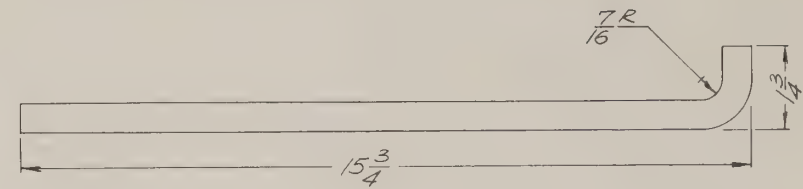


REVISIONS			MD1200-14 PIVOT		
NO	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL
4			CHK'D	DATE	DRAWING NO
5			TRACED	APP'D	



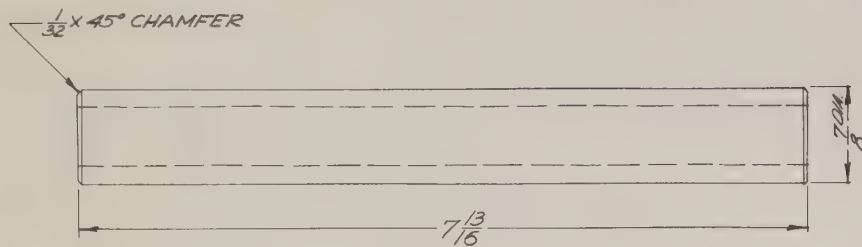
REVISIONS			MD1200-15C LEVER		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL 1/4 HRS
4			CHK'D	DATE 8-20-71	DRAWING NO.
5			TRACED	APP'D	

NOTE: C.F. STRUCK CORP TO
FURNISH MATERIAL



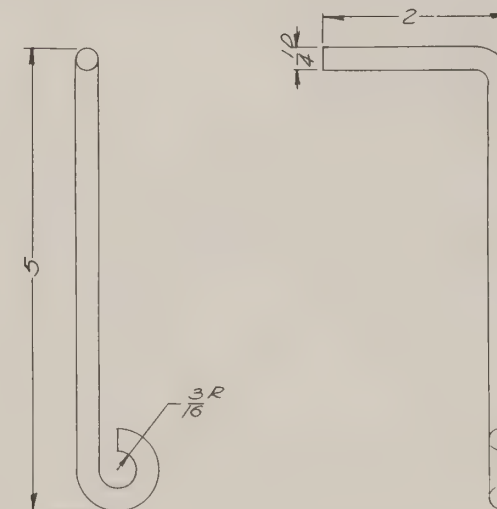
NOTE: TWO REQUIRED

REVISIONS			MD1200-15B HANDLE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL 3/8 CRS
4			CHK'D	DATE 9/25/67	DRAWING NO.
5			TRACED	APP'D	



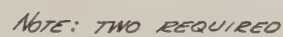
NOTE: TWO REQUIRED

REVISIONS			MD1200-15A TUBE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL 1/2 CR. WALL DOM
4			CHK'D	DATE 10/15/67	DRAWING NO.
5			TRACED	APP'D	

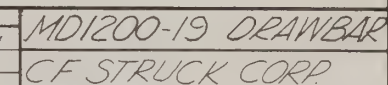


NOTE: FOUR REQUIRED

REVISIONS			MD1200-16 GUIDE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1					
2					
3			DRAWN BY	SCALE	MATERIAL 10/8 CRS
4			CHK'D	DATE 2/22/68	DRAWING NO.
5			TRACED	APP'D	



REVISIONS			MD1200-17 GUIDE		
NO	DATE	BY			
1			C. F. STRUCK CORP.		
2					
3			DRAWN BY	SCALE	MATERIAL
			CHK'D	DATE	DRAWING NO
5			TRACED	APP'D	



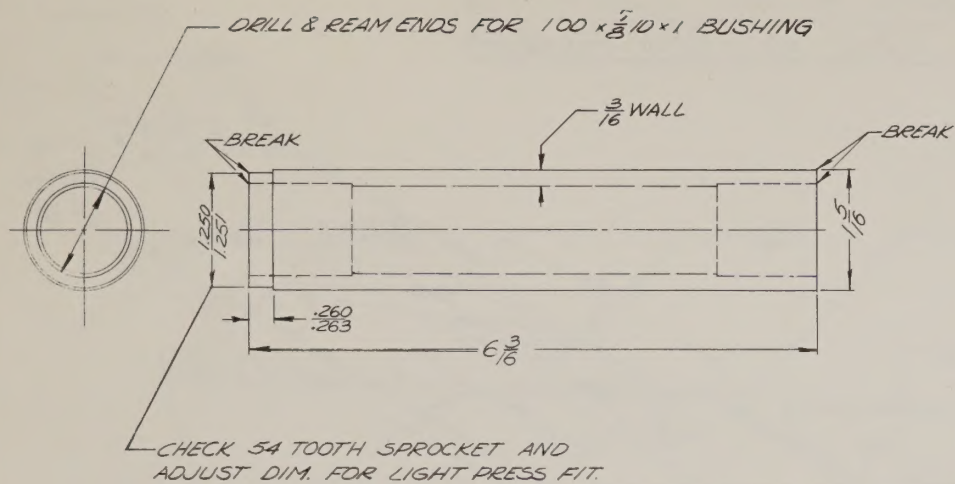
REVISONS			MD1200-19 DRAWBAR		
NO	DATE	BY	DRAWN BY	SCALE	MATERIAL
1			CHD		760 C25
2				DATE 5/11/60	DRAWING NO
3			TRACED	APP'D	



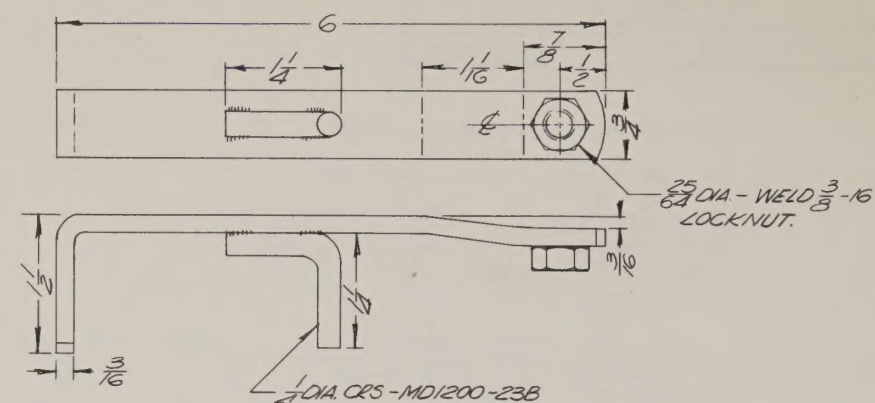
REVISIONS			MD1200-20 SHAFT C. F. STRUCK CORP		
NO	DATE	BY			
1			DRAWN BY <i>C.F.</i> SCALE MATERIAL 1045 CRS DATE 8-21-71 DRAWING NO TRACED APP'D		
2					
3					
4					
5					



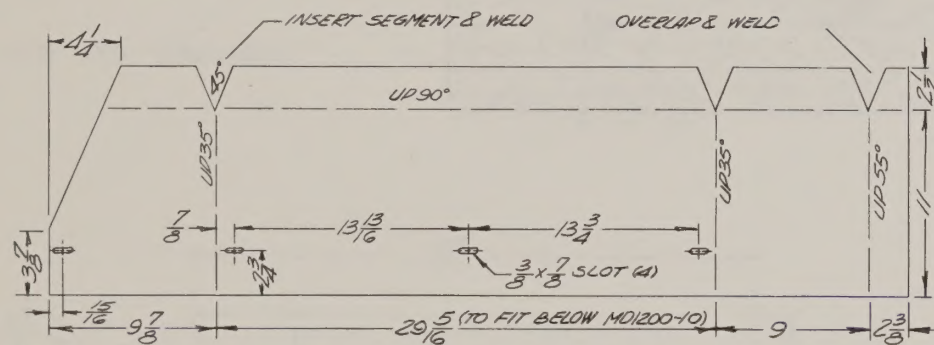
REVISONS					
NO.	DATE	BY			
1			MD1200-21 SHAFT		
2			C. F. STRUCK CORP.		
3			DRAWN BY <i>GBD</i>	SCALE	MATERIAL
4			CHK'D	DATE <i>8-21-71</i>	<i>1045 CRS</i>
5			TRACED	APP'D	DRAWING NO.



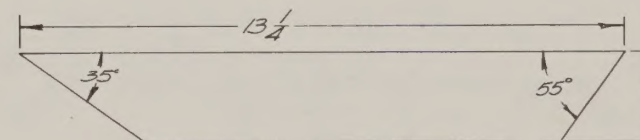
REVISIONS			MD1200-22A TUBE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE	DRAWING NO.
3			TRACED	APP'D	



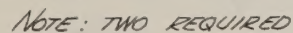
REVISIONS			MD1200-23 HANDLE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE	DRAWING NO.
3			TRACED	APP'D	



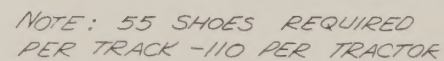
REVISIONS			MD1200-24A FENDER		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE	DRAWING NO.
3			TRACED	APP'D	



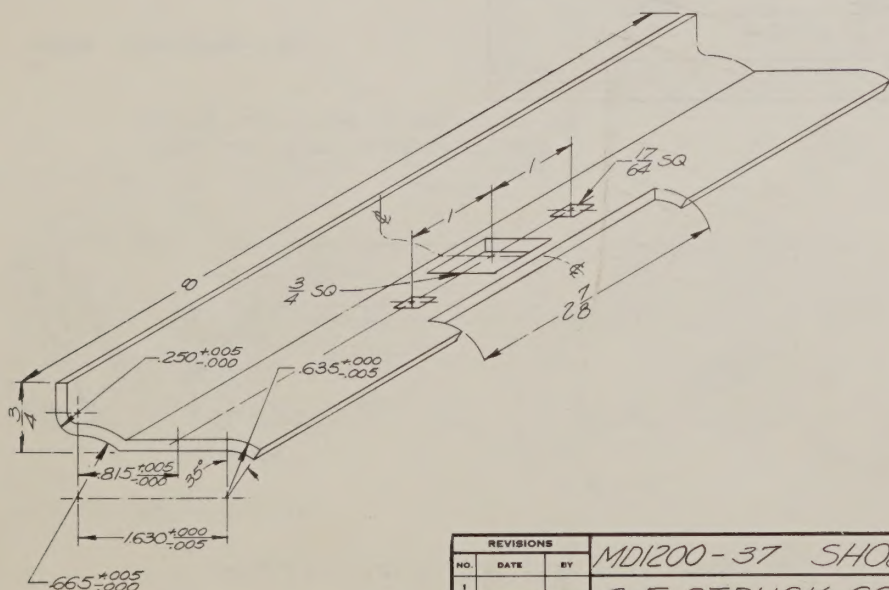
REVISIONS			MD1200-24B BRACE		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY	SCALE	MATERIAL
2			CHK'D	DATE	DRAWING NO.
3			TRACED	APP'D	



REVISIONS			MD1200-25A TUBE		
NO.	DATE	BY	DRAWN BY	SCALE	MATERIAL
1					303Bk TUBE
2					
3					
4			CHK'D	DATE	DRAWING NO.
5			TRACED	APP'D	

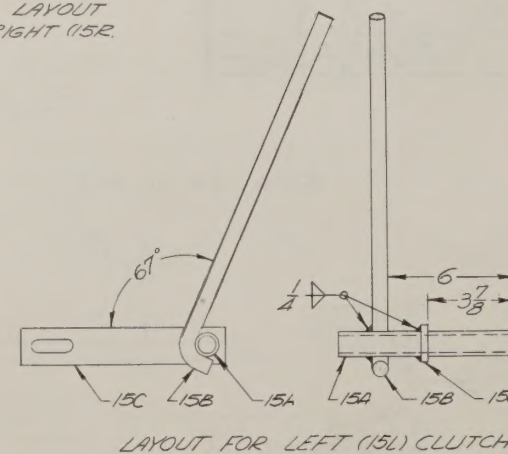


REVISIONS			NO.	DATE	BY	DESCRIPTION
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2						
3						
4						
5						

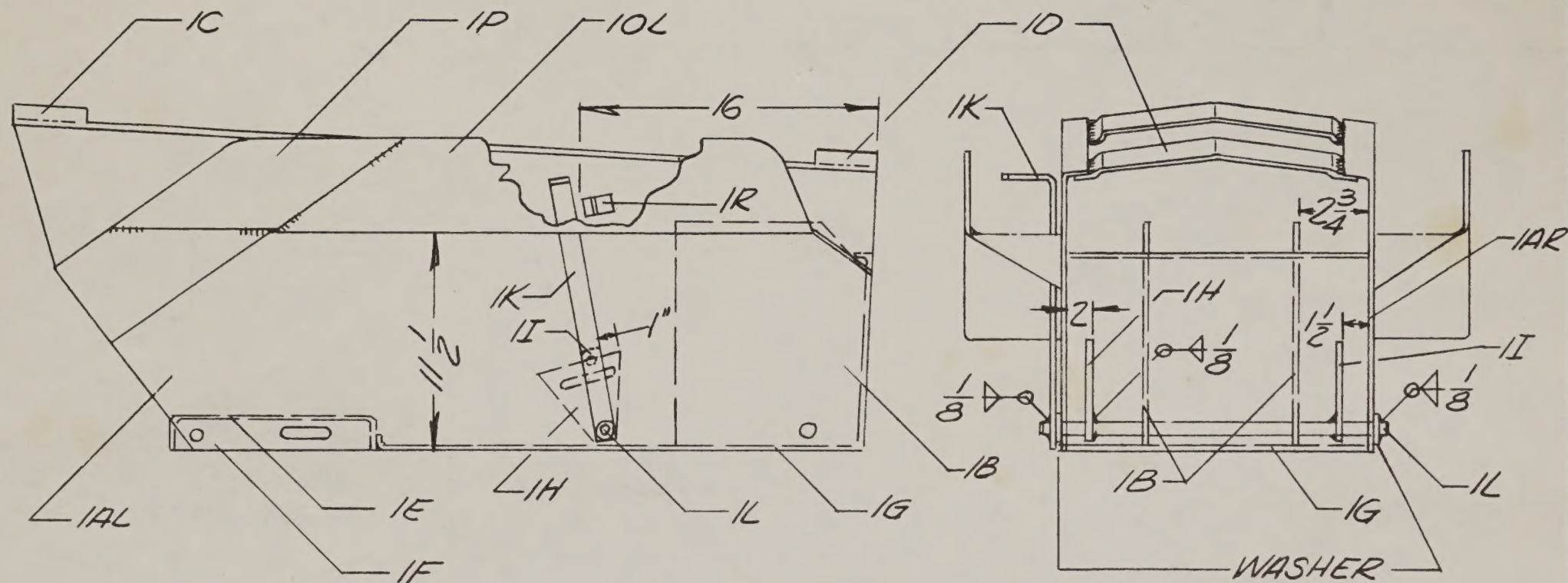


REVISIONS			NO.	DATE	BY	DESCRIPTION	SCALE	MATERIAL	DRAWING NO.
1									
2									
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NOTE: REVERSE LAYOUT
BELOW FOR RIGHT (R) CLUTCH.



REVISIONS			CLUTCH WELDMENTS		
NO.	DATE	BY	DRAWN BY	SCALE	MATERIAL
1					
2					
3					
4			CHK'D	DATE	DRAWING NO.
5			TRACED	APP'D	

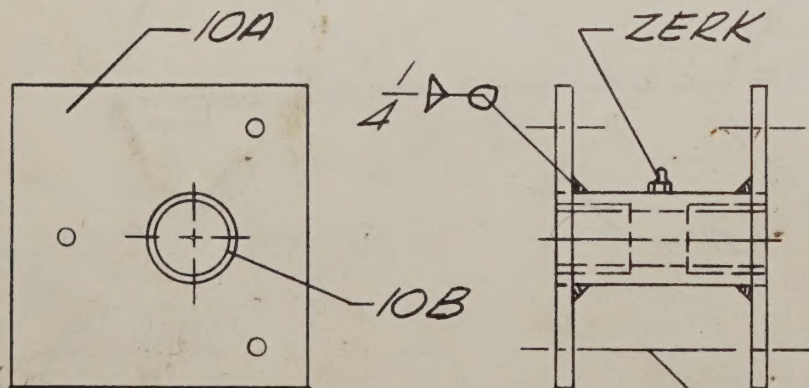
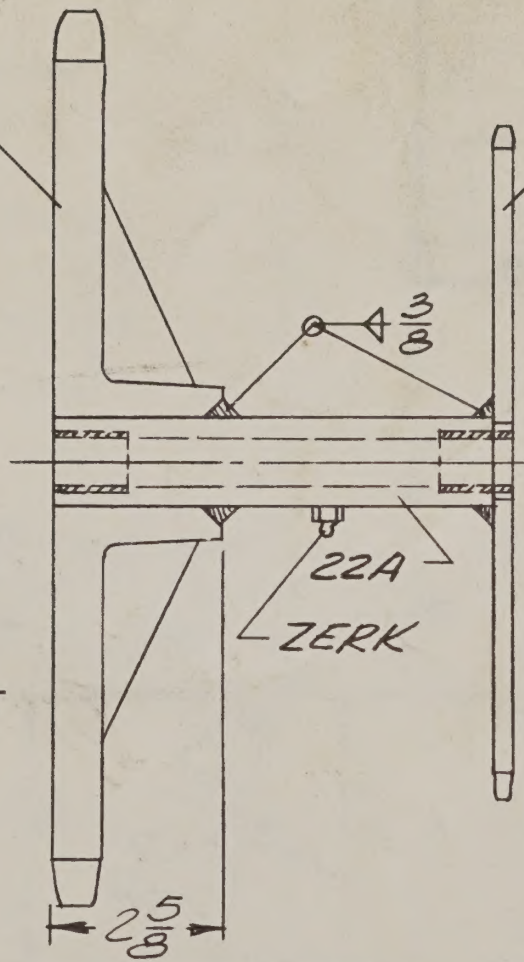


REVISIONS			BODY WELDMENTS C.F. STRUCK CORP.		
NO.	DATE	BY			
1			DRAWN BY <i>GA</i> SCALE CHK'D DATE <i>1-25-72</i> MATERIAL TRACED APP'D DRAWING NO.		
2					
3					
4					
5					

22 TOOTH #55
AGRICULTURAL
CHAIN CAST IRON
SPROCKET.

54 TOOTH #40 ROLLER
CHAIN PLATE TYPE
SPROCKET.

NOTE: FRONT IDLER WHEEL
#25 SAME AS RIGHT
BUT WITHOUT #40 SPKT.



11
32 HOLES MUST ALIGN

REVISIONS			WELDMENTS		
NO.	DATE	BY	C.F. STRUCK CORP.		
1			DRAWN BY <i>ES</i>	SCALE	MATERIAL
2					
3					
4					
5					
			CHK'D	DATE 1-25-72	DRAWING NO.
			TRACED	APP'D	